



# PORT ADELAIDE ENFIELD WALKING AND CYCLING PLAN

Prepared for: The City of Port Adelaide Enfield  
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Prepared by the partnership team of



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# INTRODUCTION

## ABOUT WALKING AND CYCLING PLAN

The City of Port Adelaide Enfield (PAE) is a vibrant community with a population of over 127,000 residents and a land area of 94 square kilometres. The map on the next page shows the extent of the Council area and lists state controlled roads within it.

The Council area is one of the largest and extends from the upper reaches of the River Torrens to Outer Harbour. The PAE area encompasses some of the best beaches and coastal trails that South Australia has to offer. It also has one of the highest number of commercial land uses and is an employment hub in the Adelaide metropolitan region. The Council is also amongst the fastest growing areas in metropolitan Adelaide.

The size of the Council area and diversity of the population brings many opportunities and challenges for people movement and transport of goods within and across the Council region.

Council commissioned the partnership team of Intermethod and Be Engineering Solutions to develop the Walking and Cycling Plan, to deliver on the directions for active transport outlined in the Integrated Transport Strategy (developed in parallel) and to supersede the Local Area Bike Plan 2015-2020. The ITS will provide a guiding strategy for the next 10 years for transport and mobility needs in the Council area.

The new Walking and Cycling Plan aligns with the City Plan 2030 and other key strategies. The Walking and Cycling Plan will enable walking and cycling as 'main stream' modes of active transport, not just a recreational activity. The Plan will be a driver to promote and encourage more people to walk and cycle, more often.

The Walking and Cycling Plan delivers on the City Plan Placemaking Vision by delivering actions to:

- Maintain and creatively activate parks and public spaces to create beautiful places, increase utilisation, support community connections and active healthy living
- Invest in upgrade to community infrastructure that build active participation and promote social inclusion.

## STRUCTURE OF THIS REPORT

### STRATEGIC ALIGNMENT AND CONTEXT

The first half of the Walking and Cycling Plan presents a summary of the strategic context and best practice review of the existing strategic and delivery framework for increasing walking and cycling in the City of Port Adelaide Enfield. It contains:

- Overview of strategic alignment for the Walking and Cycling Plan
- Examples of best practice strategic documents and action plans that provide good frameworks for delivering on the walking and cycling agenda
- Summary of existing conditions and data analysis
- GIS-based maps representing the area and network
- Tabled review of previous Local Area Bike Plan 2015-2020 - Action Plan
- Summary of the key pedestrian and cycling issues observed.

### DELIVERY FOCUS AND ACTIONS

The second part of the Walking and Cycling Plan contains:

- A statement of the outcomes sought by the Plan
- An outline and explanation of key actions

## PROPOSED INFRASTRUCTURE PRIORITY INVESTMENT PLAN

An infrastructure priority plan for the delivery of walking and cycling infrastructure for the five-year plan period was also prepared as a separate document. The Council we keep working on implementation of this Investment Plan, updating it every year in line with the budget program.

The Walking and Cycling Plan is intended for use by the Council but also guides collaboration and partnerships with State Government, working with adjoining councils, community and industry.



The City of Port Adelaide Enfield





# STRATEGIC ALIGNMENT AND CONTEXT



# STRATEGIC ALIGNMENT

## COUNCIL DOCUMENTS

The hierarchy of Council’s strategic documents is included on this page.

The **City Plan 2030** is the lead strategic document designed to be a blueprint for all of Council’s actions and progress. It was first adopted in 2016 and was recently updated. The guiding vision for Council as expressed in the City Plan is for **“A city that values its diverse community and embraces change through innovation, resilience and community leadership”**.

The City Plan is underpinned by a suite of Strategic, Financial and Asset Management Plans. The City Plan is reviewed every four years with annual checks being delivered via Council’s Annual Business Plan and Budget plus strategic plan reviews. The complete strategic management framework meets the legislative requirements set out in Section 122(8) of Local Government Act 1999.

Council also assesses its strategies against the United Nations Sustainability Goals. It is noted that Goal 11 seeks sustainable cities and communities and Goal 3 aspires for healthy lives and promotion of wellbeing.

The City Plan is divided into five themes: Economy, Community, Environment, Placemaking and Leadership. Each theme has an outcome statement, priority actions and a list of relevant strategies aimed at achieving the overall Council vision. The corresponding thematic list of supporting strategic and operational plans are shown on the diagram on the next page.

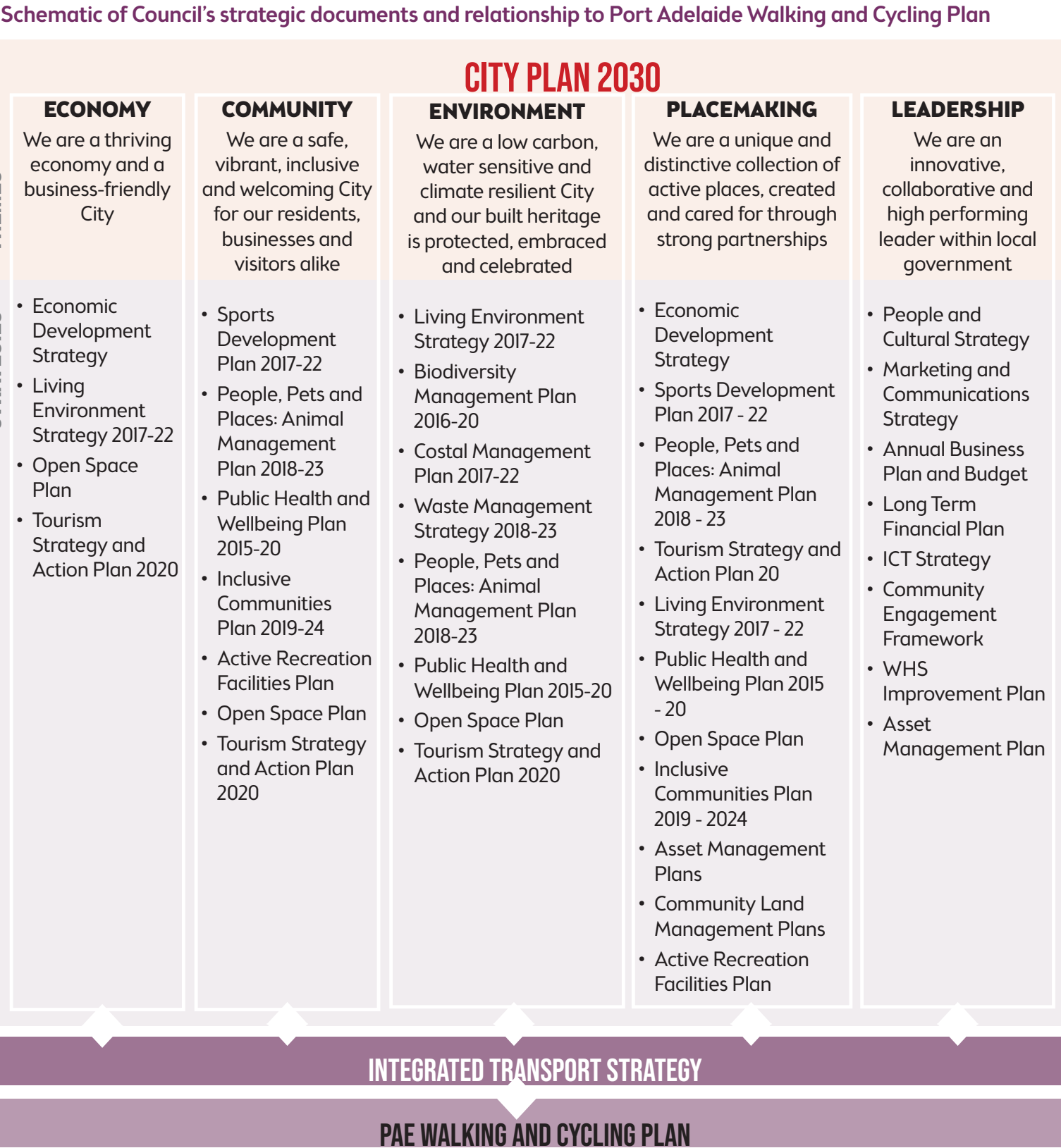
The City Plan recognises the unique nature of the Council with a valued coastline, key industrial sectors, heritage and built form, a network of public open spaces and growing vibrancy, particularly

in Port Adelaide. The City Plan aims to build on these assets and further improve community and sustainable infrastructure, improve transport integration and movement, develop local tourism, reduce greenhouse gas emissions, increase green cover and promote a ‘place first’ approach to placemaking.

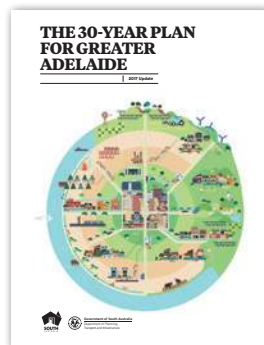
Under the Economy theme a priority action is to develop an **Integrated Transport Strategy** (ITS) for the City that meets current and future needs. At the time of writing, the ITS was under development. This Walking and Cycling Plan is a key delivery tool for the ITS. The ITS set the vision for a traffic and transport system:

- that is safe and accessible for the whole community
- that supports economic activity and local businesses through well managed land development leading to sustainable urban outcomes
- that prioritises the use of sustainable and innovative transport solutions
- that ensures efficient parking management through deployment of new technologies, policy, collaboration and education.

The **Public Health and Wellbeing Plan 2015-20** identifies that Council aims to provide an environment conducive to walking and cycling activities linked through a range of planning focuses – including recreation programs, open space planning, neighbourhood design, and roads and footpaths infrastructure management. The Public Health and Wellbeing Plan supported the objectives of Council’s Local Area Bicycle Plan 2015-20 (to be superseded by this Walking and Cycling Action Plan) through general advocacy for maintaining good pedestrian pathways, ensuring neighbourhood routes that link to open spaces, walkable access to local services, community walking programs (including walk to school projects), and green corridors that promote safe walking.



## ALIGNMENT WITH STATE STRATEGIC DOCUMENTS



### THE 30-YEAR PLAN FOR GREATER ADELAIDE

Government of South Australia, 2017

As part of the city shaping vision set by the Plan is an overarching aim for greater emphasis placed on the quality of public open spaces and streets. They will connect people with nature, support social interaction, and be walking and cycling friendly. There is a strong ethos for developing healthy and walkable neighbourhoods. The value and benefit of walking and cycling is clear in the Plan and there are a number of policies seeking better outcomes.

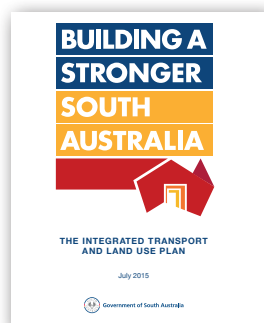
#### Key walking related policies include:

P2, P47, P48, P49, P50, P78, P86 and P99.

#### Key cycling related policies include:

P47, P48, P78, P86, P99, PIII.

The Plan promotes safe cycling and pedestrian friendly streets along with developing walkable connections to public transport and activity centres and additional greenways in transit corridors, along major watercourses, linear parks, the coast and other strategic locations to provide walking and cycling linkages.



### BUILDING A STRONGER SOUTH AUSTRALIA: THE INTEGRATED TRANSPORT AND LAND USE PLAN

Government of South Australia, 2015

The Integrated Transport and Land Use Plan outlines plan goals and objectives, and sets out where and when actions, investments and initiatives are proposed. ITLUP outlined that cycling and walking access will focus on extensions and upgrades to the Bikedirect and Greenways networks and ongoing improvements to the walkability of neighbourhoods. ITLUP identifies a number of

greenway and bikeway projects to be undertaken with local government. For Port Adelaide Enfield this included completion of the Outer Harbor Greenway, new bicycle lanes on Main North Road and Levels-City Bikeway.



### TOWARDS ZERO TOGETHER: SOUTH AUSTRALIA'S ROAD SAFETY STRATEGY 2020

Government of South Australia, 2015

The Strategy calls on providing safe infrastructure for people walking and cycling and in appropriate locations, designing for them as priority road users. The Strategy recognises the vulnerability of walking and cycling as road users and advocates for safe speed environments and promotion of shared use pathways for cycling and walking. The strategy seeks to encourage people to move away from the dominant car culture and re-establish active transport as an attractive and healthier alternative to driving.



### STATE PUBLIC HEALTH PLAN 2019-2024

Government of South Australia, 2019

The plan identifies that public health is about what we do collectively as a society to create the conditions and environments that enable health and wellbeing. The plan specifically identifies that this includes footpaths and walking. There is a general aspiration for more liveable communities that foster more sustainable and inclusive places. The plan contains 'action areas' which advocate for built environments that support walking and cycling.



### 20-YEAR STATE INFRASTRUCTURE STRATEGY

Government of South Australia, 2020

This is South Australia's first long term integrated infrastructure strategy. It contains 38 priorities for infrastructure planning and investment. Priority 24 identifies a need for a more strategic approach to

promoting active transport options. The writers of the strategy recognise that a more holistic approach that looks to build a safe and accessible active transport network encourages greater participation in cycling and walking along with positive health and wellbeing outcomes.



### OPEN YOUR WOLD: STATE GOVERNMENT'S WELLBEING STRATEGY

Government of South Australia, 2020

This strategy aims to build community resilience and support physical, social, mental and community wellbeing in response to the COVID-19 crisis. Priority focus area 1 promotes the opportunities and benefits of sport and physical activity.



### SUPPORTING YOUR STATE OF WELLBEING: WELLBEING SA STRATEGY PLAN

Government of South Australia, 2020

The Wellbeing Strategy Plan puts in place a balanced health and wellbeing system that supports improved physical, mental and social wellbeing for all South Australians. The Plan recognises that much less money is spent on preventing health issues than on health costs, concluding that at present SA's health system is unbalanced. It puts forward a case for higher investment into preventative measures, which include walking and cycling.



### SOUTH AUSTRALIAN HEALTH AND WELLBEING STRATEGY 2020-2025

Government of South Australia, 2020

This strategy is the guiding document to position

SA's health system for the future. Creating healthier neighbourhoods and communities is part of the vision. This is intended to reduce preventable illness, improve wellbeing and aid community capability.



### SOUTH AUSTRALIAN WALKING STRATEGY 2022-2023

Government of South Australia, 2022

The Strategy focuses on three priority areas, to realise the vision of more people walking, more often, of all ages and abilities:

- plan walkable neighbourhoods, towns and cities
- build connected, safe and pleasant walking environments for all
- create a South Australian walking culture.

The strategy is a 10 year blueprint to encourage people in South Australia to walk more and involves cross sector and multi-agency collaboration and commitment, with an aim to create long term and effective behaviour change and increase the number of South Australians who walk regularly. The strategy also includes a three year action plan, to strengthen policy, environments and programs that support increased walking for all people in South Australia.



### CYCLING STRATEGY 2022-2023

Government of South Australia, 2022

The Strategy redefines what it means to be a cycling friendly state and presents the current state of riding in South Australia, related trends, the barriers to riding, and the strategic priorities needed to help us increase participation in riding. It recognises the opportunity to promote South Australia as a great place to ride and outlines the objectives, initiatives, actions and priorities related to riding. The purpose of the Strategy is to take advantage of the riding boom, increase the number of people riding, promote better infrastructure for riding, support bike education for children and new riders, and prioritise strategic investment in cycling infrastructure.



# BEST PRACTICE EXAMPLES

## EXAMPLES OF BEST PRACTICE CYCLING AND/OR WALKING STRATEGIES

There are many national and international organisations, which have a dedicated focus to promoting walking and cycling, safety, active travel, people-centred design and priority in street design. These include:

- America Walks
- Feet First
- Gehl Architects
- Heart Foundation
- Living Streets
- Monash University
- NACTO
- PlacemakingX/PPS
- Sustrans
- Victoria Walks
- Walk 21 (and Measuring Walking project)
- We Ride Australia.

These best practice organisations publish research, guidance and recommendations that provide resources to governments on developing best practice walking and cycling strategies and action plans. These are excellent resources in developing principles for achieving active cities.

It is important to draw from best practice foundations and share the knowledge and well established evidence on how investment in walking and cycling benefits communities. For example, the 'Cities Alive' report by Arup (2016) succinctly defined 16 areas of benefit around walking cities, as shown in the infographic on this page.

This section summarises key points from strategies and plans, that may shape the approach to developing the Port Adelaide Enfield Walking and Cycling Plan. The purpose of this review is to provide context to what a walking and cycling plan may look like to frame discussions during its development phase.

### FRAMEWORK FOR WALKING BENEFITS

Source: 'Cities Alive', Arup (2016).



#### benefit framework

16 areas of benefits provide a framework to guide decision makers to set visions, long-term plan and monitor results, around walking in cities

## QUEENSLAND CYCLING STRATEGY 2017-2027

Queensland Cycling Strategy was released as a suite of three documents in 2017:

- Cycling Strategy (a 10-year vision)
- Action Plan (actions for the next two years)
- State of Cycling Report (monitoring the progress)

The suite of three documents at a glance:



Ten year timeframe  
24 pages in length  
Summary of benefits of cycling  
Five delivery priorities  
Commitment and approach to delivering priorities



Two year timeframe  
20 pages in length  
63 actions  
Based on five delivery priorities  
Defined delivery organisations and timeframes



20 pages in length  
Infographics and statistics  
Based around five objectives

Development of the Queensland Cycling Strategy covers 48 local government areas and 98.9% of Queenslanders.

The Strategy put forward the following five priorities:

- Building connected infrastructure to grow participation
- Encouraging more people to ride
- Sharing our roads and public spaces
- Powering the economy
- Using research and data in decision making.

The Strategy puts forward a case for each of the priorities and suggests the approach to delivering these priorities. It also provides case studies.

The Queensland State of Cycling Report collated key statistics and infographics associated with outcomes for the following five objectives:

- More cycling, more often
- Cycle Networks that are complete, connected and integrated with other transport modes
- Positive perceptions of cycling throughout Queensland
- Cycling helping the Queensland economy to prosper
- A strong evidence base that guides decision making about cycling.

Some of the key actions in the Action Plan include:

- Review and publish Principal Cycle Network Plans every 5 years that respond to changing demand, land use and emerging opportunities
- Invest \$40 million through the Cycling Infrastructure Program to accelerate delivery of the highest priority routes
- Develop and update design guidance and guidance for infrastructure to integrate cycling infrastructure
- Deliver a road safety program, including age appropriate content on cycling safety
- Deliver a 5 year program of cycling research
- Deliver a rolling program to measure cycling participation and behaviour.

Key elements that make the Queensland Cycling Strategy successful:

- The Strategy supports those who ride and those who want to start riding by making travelling by bike safer and a more comfortable option.
- Supporting documents clearly define the benefits of cycling and the gaps that need to be addressed
- Actions are identified that will deliver on the principles and that focus on the practical things needed right now to get more people riding
- Appropriate timeframe cycles are set for the Strategy (10 years) and Action Plan (2 years)
- Delivery responsibilities and timeframes are identified
- 'Queensland State of Cycling Report' provides a snapshot of key data and statistics, which provides a benchmark for comparison in future years and will help to prioritise efforts as cycling participation grows

## QUEENSLAND WALKING STRATEGY 2019-2029

Queensland Walking Strategy was released as a suite of three documents in 2019:

- Walking Strategy (10-year vision)
- Action Plan (actions for the next two years)
- Walking in Queensland Report (monitoring the progress).

The suite of three documents at a glance:



Ten year timeframe  
21 pages in length  
Summary of benefits of walking  
Infographics and statistics  
Based around five objectives  
Four delivery priorities  
Commitment and approach to delivering priorities



Two year timeframe  
15 pages in length  
44 actions



Based on four delivery priorities  
Defined delivery organisations and timeframes  
16 pages in length



Development of the Queensland Walking Strategy involved community engagement with 2,713 Queenslanders.

The Strategy put forward the following four priorities:

- Planning for walkable communities and places
- Building connected, comfortable and safe walking environments for all
- Encouraging more people to walk as part of their 'everyday'
- Working together to deliver for walking.

The Strategy puts forward a case for each of the priorities and suggests the approach to delivering these priorities. It also provides case studies.

The Walking in Queensland Report collated key statistics and infographics associated with outcomes for the following five objectives:

- More walking, more often
- Our communities are planned to make walking enjoyable and convenient
- Our streets and paths are welcoming, safe, connected and comfortable for all ages and abilities, and support vibrant local economies
- Walking is an irresistible and easy choice, particularly for short trips, tourism, recreation and health
- Walking is a high priority in policy and planning, delivered through partnerships and supported by evidence.

Some of the key actions in the Action Plan include:

- Develop neighbourhood design and planning guidance that prioritises walking
- Identify opportunities to enhance walking linkages around schools with \$20 million investment over 4 years to prioritise safe school travel
- Develop a walkability audit tool
- Develop and update design guidance and guidance for infrastructure providers, to enhance walking infrastructure
- Deliver pilot projects to improve network walkability
- Improve traffic signals (with \$4.5 million investment into smart crossings), signage and wayfinding
- Implement lower speed limits in 20 locations over

three years and publish findings

- Deliver road safety training and education campaigns, including social marketing
- Support walking programs and campaigns
- Prepare a business case to define the economic benefits for Queensland of increased investment in walking
- Identify gaps or deficiencies in data and evidence.

Key elements that make the Queensland Walking Strategy successful:

- The Strategy and supporting documents clearly define the benefits of walking and the gaps that need to be addressed
- Actions are identified that will deliver on the principles
- Appropriate timeframe cycles are set for the Strategy (10 years) and Action Plan (3 years)
- Delivery responsibilities and timescales are identified
- 'Walking in Queensland Report' provides a snapshot of key data and statistics, which provides a benchmark for comparison in future years
- The call to action behind development of the Strategy involved extensive community engagement, witness statements in parliament and budget submissions, which secured delivery commitment.

## CITY OF SYDNEY CYCLING STRATEGY AND ACTION PLAN 2018-2030



Twelve year timeframe (2018-2030)  
44 pages in length  
Four delivery priorities  
47 actions

The Cycling and Action Plan builds on the successful outcomes of actions from the last plan, which have doubled cycling trips in the last decade. The City has delivered on actions from the previous 2007-2017 Cycle Strategy, investing an average of \$11 million per annum to build a safe and connected bike network, which has doubled the cycling trips in the city.

The Sustainable Sydney 2030 target is for 10% of all trips in the city to be by bicycle. The Strategy puts forward four priorities to increase cycling to achieve this:

- Connect the network – build a bike network to make it safer for people to ride in Sydney, suitable for all ages and abilities, within 250 metres of all residents. It will serve workers, students, residents and visitors travelling in, to or through the city.
- Support people to ride – understand and address barriers and help people to start, and continue riding
- Support business – partner with employers to encourage staff to ride
- Lead by example – share our expertise and be a positive influence for improvements to cycling within and beyond our boundaries.

The Strategy outlines a case for each of the priorities and suggests an approach to delivering these priorities. It also provides case studies and collates

statistics and infographics associated with the outcomes.

As the bike network expands and demand for active transport increases, the City, state government agencies and neighbouring councils will need to work together even more. Supporting future demand for more walking and cycling in Sydney will include closing gaps in the network, providing new connections and increasing capacity.

Complementing the city's bike network, the behaviour change program is helping to build a bike-friendly city with courses, events, grants, campaigns and other projects. The program also targets safety, using education and information.

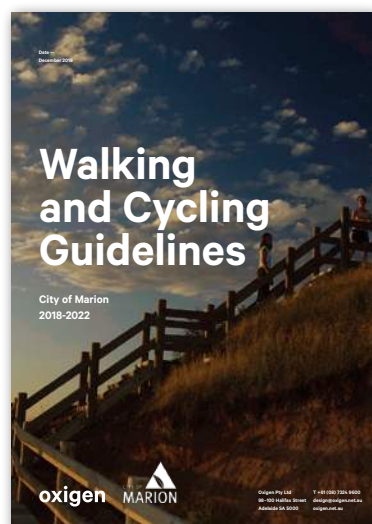
Some of the key actions are:

- Complete the 11 regional bike routes, and substantially complete the local bike network and where feasible and necessary build the regional routes as separated cycleways
- Investigate improved intersection designs and reduce delays for people riding
- Target activities in areas where existing and new infrastructure is connected
- Support children, school communities and families to ride safely and increase cycling participation by women
- Work with employers to encourage cycling, particularly in locations with job growth and change and where new cycling infrastructure is built
- Support and encourage bike based or related enterprises or activities and work with operators to maximise beneficial outcomes for Sydney, including bike share and food delivery
- Lead by example in encouraging our staff to ride to work and for work trips
- Identify and advocate for higher capacity separated cycleways along the most direct and flat routes with priority at intersections
- Push for integration between cycling and public transport operations, incorporation of cycling into transport projects and for building paths alongside rail corridors
- Advocate for changes to practices, legislation, training and technical guidance which will improve and increase cycling.

The Plan proposes to measure progress on and outcomes from the cycling strategy at three levels:

- The Sustainable Sydney 2030 target of 10 per cent of all trips in the city to be made by bike
- Indicators of safety and growth in cycling
- Indicators against actions in our four priority areas.

## CITY OF MARION WALKING AND CYCLING GUIDELINES 2018-2020



Twelve year timeframe (2018-2030)  
100 pages in length

The Walking and Cycling Guidelines is an aspirational document that details options for improving the walking and cycling network in the City of Marion. The guidelines describe the value and benefits of walking and cycling to the community, health, environment, and economy and outline relevant policies, best practices and case studies.

The Guidelines are intended for use by the City of Marion in collaboration with the State Government, other councils, developers, and the community, to:

- Provide an appreciation of the benefits of walking and cycling
- Evaluate existing walking and cycling networks and conditions to assess their adequacy in operation, connectivity, safety, comfort and amenity
- Propose a walking and cycling network that enhances connected communities and social inclusion

- Form part of Council's focus on achieving a more integrated and sustainable transport network promoting walking and cycling as viable transport alternatives
- Provide Council with information that helps assist in assessing existing and future State Government-led transport strategies
- Deliver strategies for improving the function and amenity of walking and cycling, and reinforce connected transport and recreation options
- Coordinate planning and delivery of walking and cycling infrastructure
- Develop long-term management plans for renewing and upgrading Council roads, footpaths and cycle infrastructure
- Plan for maintenance and management of walking and cycling networks
- Develop strategies for promotion, education, advocacy and support of walking and cycling.

The Guidelines identify the Vision for Walking and Cycling and include statistical, demographic information and context mapping. The guidelines also reviewed best practice examples and outlined opportunities and techniques for walking and cycling infrastructure.

The Guidelines setout strategies to continue the improvement of walking and cycling in the City of Marion. The preferred approach to delivery is an integrated program that responds to challenges and opportunities. Where possible the emphasis is on achieving outcomes through existing processes rather than new ones.

The Action Plan is summarised under five priority strategies and some of the key actions are:

- Strategy 1: Planning the Route - Greenways, Regional, Local
- Strategy 2: Working with Vehicles - reduce the width of vehicle lanes and increase cycle lane widths
- Strategy 3: The Details - streetscape
- Strategy 4: Maintenance and Management - appropriate funding
- Strategy 5: Promotion, Education, Advocacy and Support - marking resources, develop maps, signage and logos - monitor trends

## (LONDON) WALKING ACTION PLAN

Transport for London, 2018



Timeframe not specified

110 pages in length

Contains advocacy, infographics, case studies and action plan

Action plan contains 11 actions

The Walking Action Plan is a comprehensive document that extends much further than actions by including:

- The vision for London: *'London should be the world's most walkable city. This means a city where walking is the most obvious, enjoyable and attractive means of travel for all short trips.'*
- Best practice discussion and advice focussing on the agenda of healthy streets and healthy people
- Benefits of walking within London's context
- Data to demonstrate what is known about walking in London
- Policy statements
- Targets with clear line of responsibilities among the stakeholders for their delivery
- Action Plan containing 21 actions all identifying specific opportunities and projects that will increase walking in London.

Actions in the Plan are thematically grouped and a narrative is included to explain rationale behind them and suggested scope. All of the actions are committed in terms of their delivery timeframe and delivery organisation. Some of the key actions are:

- Building streets that prioritise walking with redesign priority projects for the next three years

identified

- Delivering Liveable Neighbourhoods program with committed funding
- Priority improvements at signalised intersections
- Footpath de cluttering programs
- Implementing new design guidelines
- Improved monitoring to build evidence for walking
- Improving walking experience and wayfinding around transport interchanges, and improving journey planning app
- Implementing programs to increasing walking to school and walking in summer
- Launching community grant schemes and supporting low-cost projects to increasing walking in the community
- Supporting car free events
- Establishing a walking forum.

Key elements that make the London Walking Plan successful:

- Clear and ambitious vision
- Comprehensive nature of the document, interweaving benefits and imperatives with actions
- Strong section that identifies benefits of walking in statistical and monetary terms
- Definition of key problems and barriers associated with walking, with data on evidence presented
- A snapshot of key data and statistics, which provides a benchmark for comparison in future years
- Two clear targets
- Delivery actions are clear with responsibilities and delivery timeframes defined.



# CONTEXT TO WALKING AND CYCLING IN PORT ADELAIDE ENFIELD

## CURRENT LEVELS OF WALKING AND CYCLING

Data source: 2016 Census of Population and Housing,  
Australian Bureau of Statistics

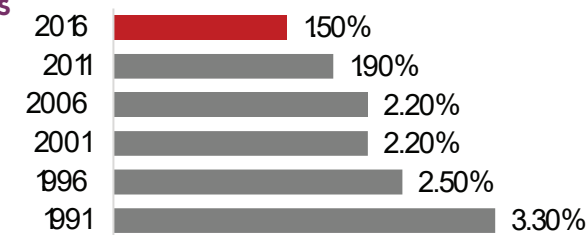
On the day of the 2016 Census, 478 people cycled to work (as a single mode of transport) in the Council area. Of 478 people, 83% were males. A higher number of people walked to work (as a single mode of transport), 874 people, with males and females almost equally represented.

The overall proportion of people cycling to work on the day of the Census was 0.9% and walking to work was 1.7%, both below the Greater Adelaide averages of 1.1% and 2.2% respectively. While some of the inner urban councils increased their cycling journey to work mode share above 3% (for example, the City of Adelaide, the City of Unley and the City of Norwood, Payneham and St Peters), the proportion of cycling commuters in outer council areas remains small, under 1%.

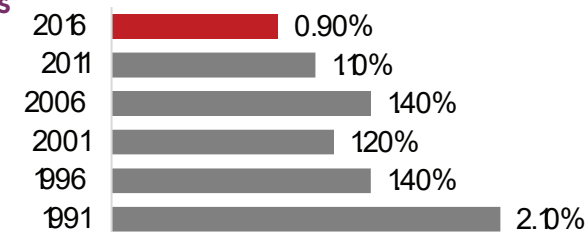
63,137 people work in the City of Port Adelaide Enfield, of which 23% also live in the area. 68% of the City of Port Adelaide Enfield's working residents travel outside of the area to work.

There is a trend of a general decline in both the proportion of residents who walked and cycled to work from 1991 to 2016, more than halving for both walking and cycling in that time period.

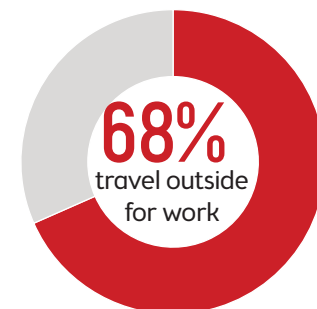
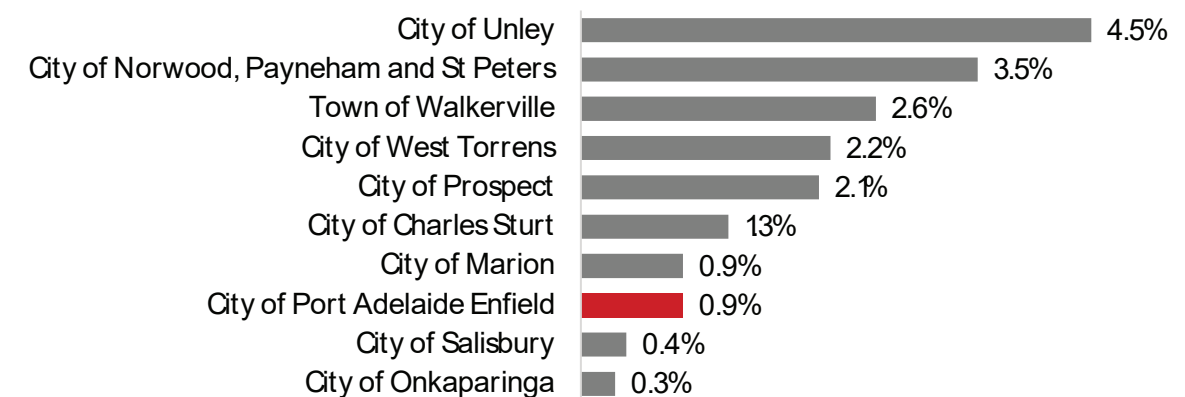
Proportion of the residents who walked to work  
as a single mode of transport on the day of the  
Census



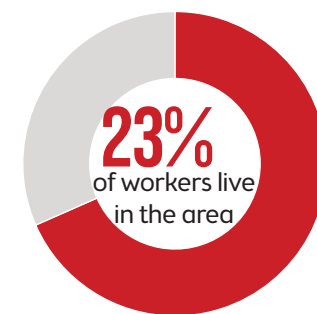
Proportion of the residents who cycled to work  
as a single mode of transport on the day of the  
Census



Proportion of residents who cycled to work as a single mode of transport on the day of the 2016  
Census



35,673, or 68.4% of the City of Port Adelaide Enfield's working residents travel outside of the area to work



Of the 63,137 people who work in the City of Port Adelaide Enfield, 14,391 or 22.8% also live in the area.

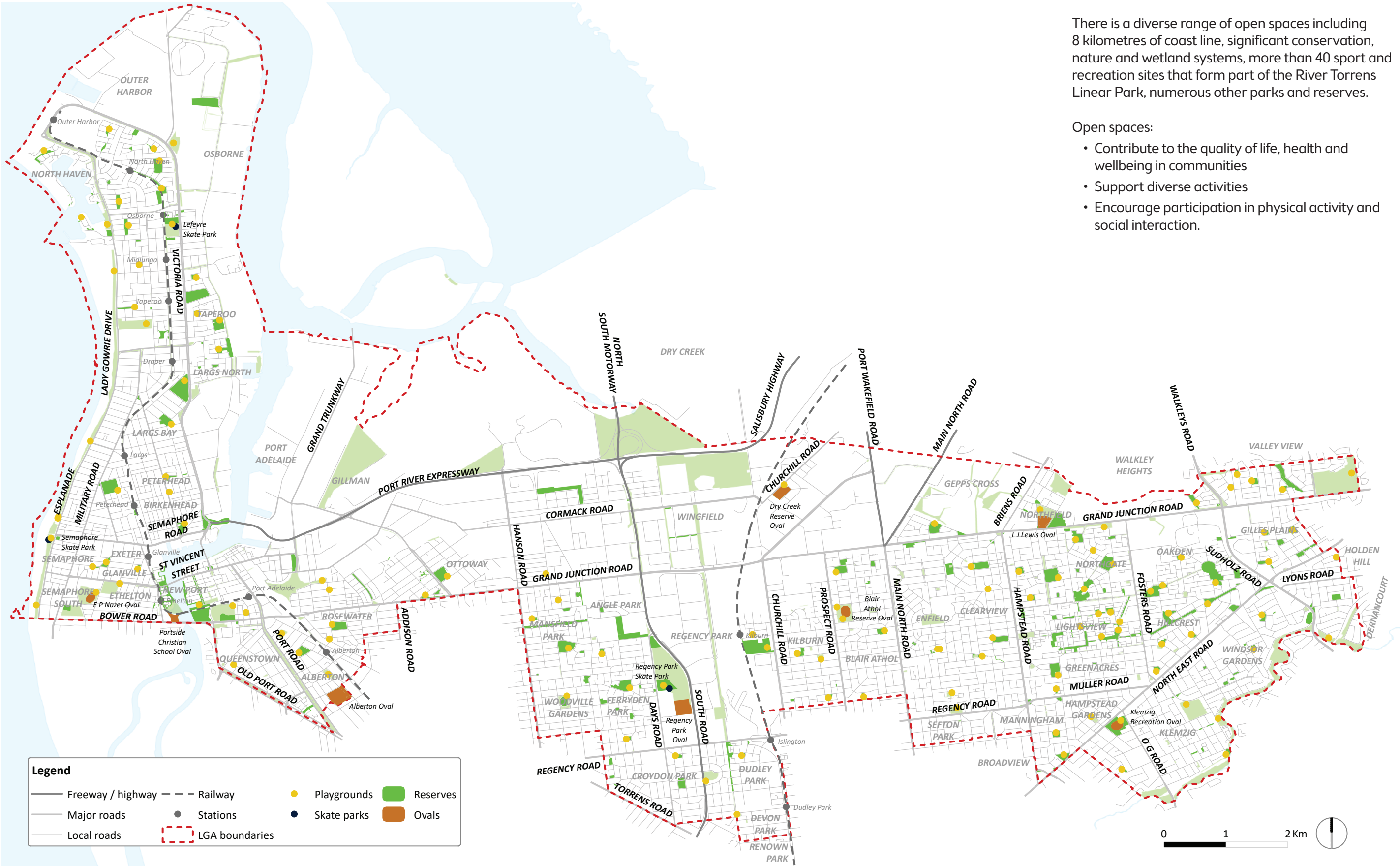


OPEN SPACES

This map shows key open spaces in the Port Adelaide Enfield Council area.

There is a diverse range of open spaces including 8 kilometres of coast line, significant conservation, nature and wetland systems, more than 40 sport and recreation sites that form part of the River Torrens Linear Park, numerous other parks and reserves.

- Open spaces:
- Contribute to the quality of life, health and wellbeing in communities
  - Support diverse activities
  - Encourage participation in physical activity and social interaction.





PEDESTRIAN AND SCHOOL CROSSINGS

This map shows the location of pedestrian and children's crossings in the Port Adelaide Enfield Council area. The map does not include the traffic signal intersections, which typically include pedestrian signals.

The types of pedestrian and/or shared crossings that may be included on the map are:

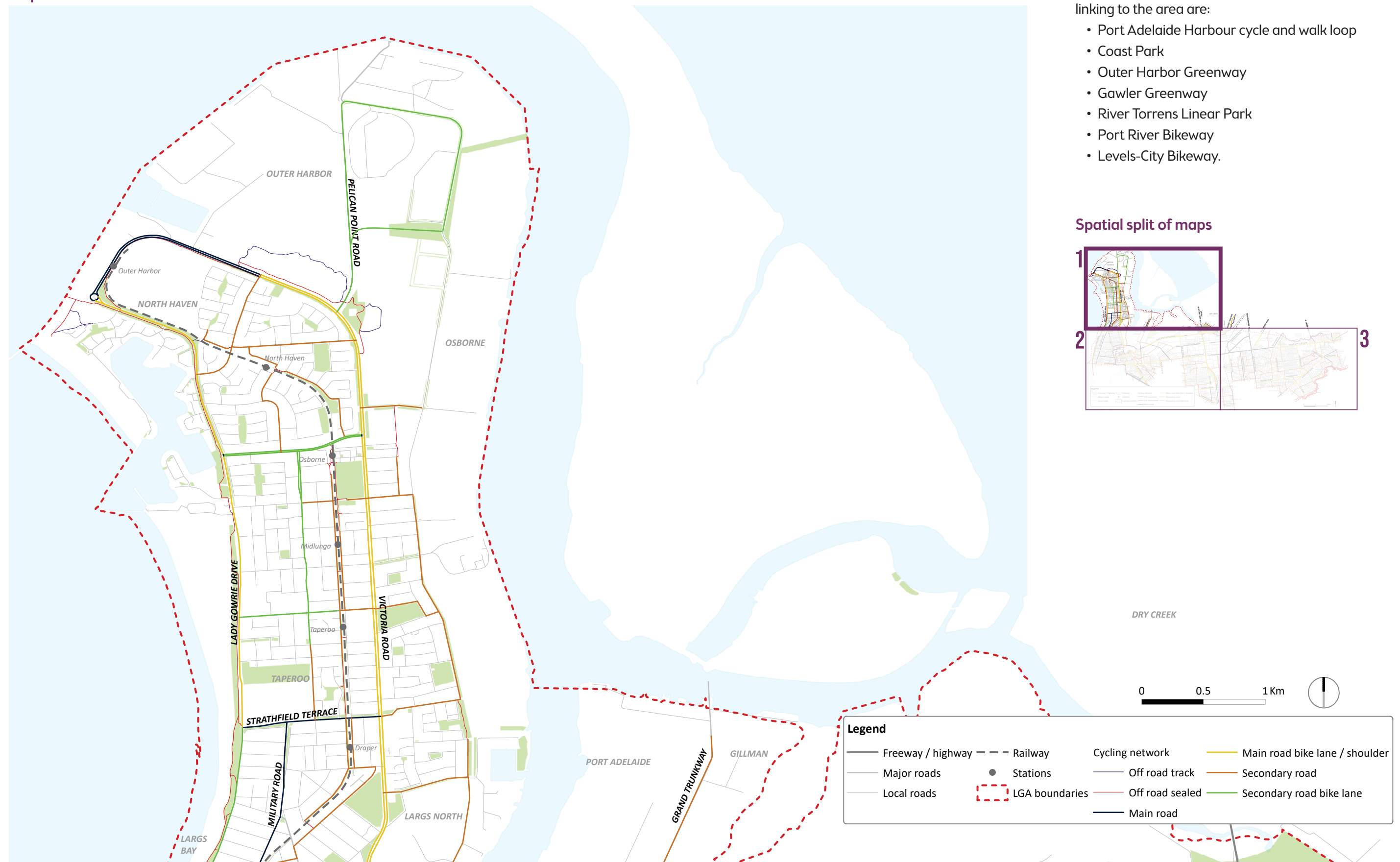
- Signalised Pedestrian Actuated Crossings (PAC)- where traffic is controlled by traffic signals and a pedestrian presses a button and waits for the green walk symbol before crossing
- Wombat crossing (raised pedestrian crossing) may have flashing yellow signals
- Zebra crossing (at grade pedestrian crossing)
- Children's crossings located within 25km/h school zones, including:
  - » Emu crossing - red and whites posts with orange 'children crossing' flags displayed and crosswalk lines, monitored at peak times
  - » Koala crossing - red and white posts with two alternating flashing yellow signals and crosswalk lines.



# EXISTING BICYCLE NETWORK MAP

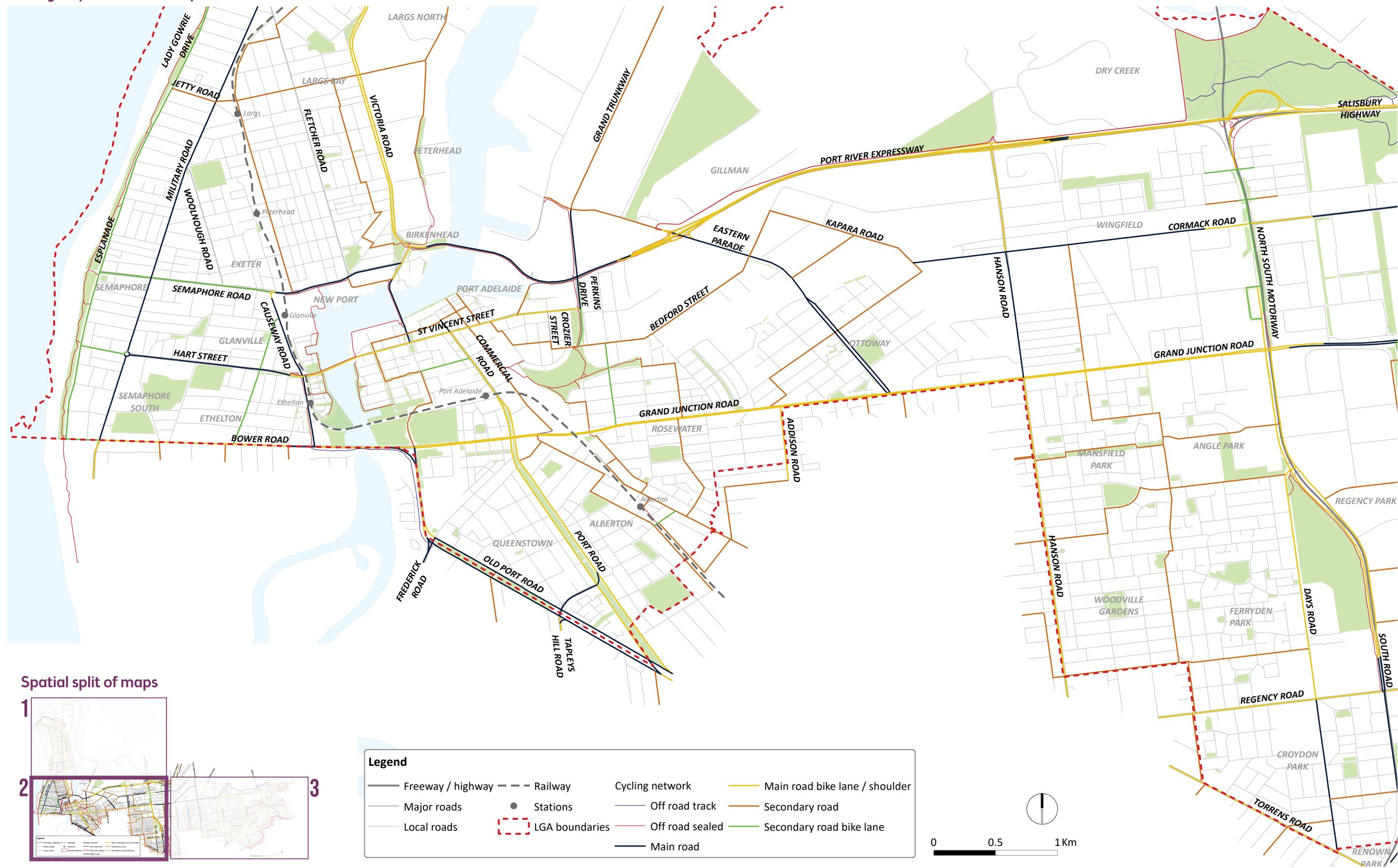
Map 1 of 3

Map 1 of 3





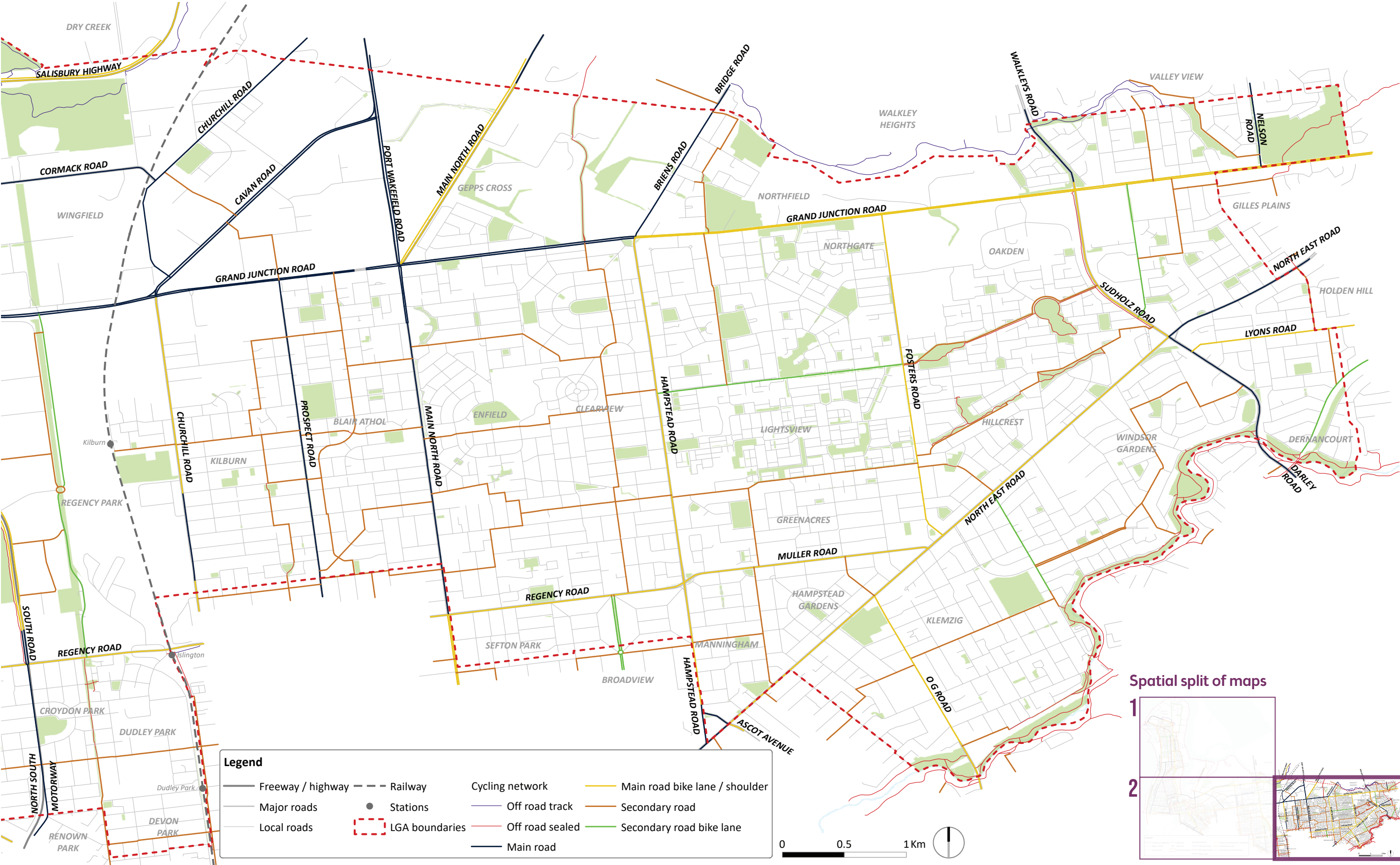
Existing bicycle network map 2 of 3



Spatial split of maps



Existing bicycle network map 2 of 3





# SPEED ZONES

This map shows locations of speed limit zones in the Port Adelaide Enfield Council, that are above or below the urban speed limit of 50 km/h.

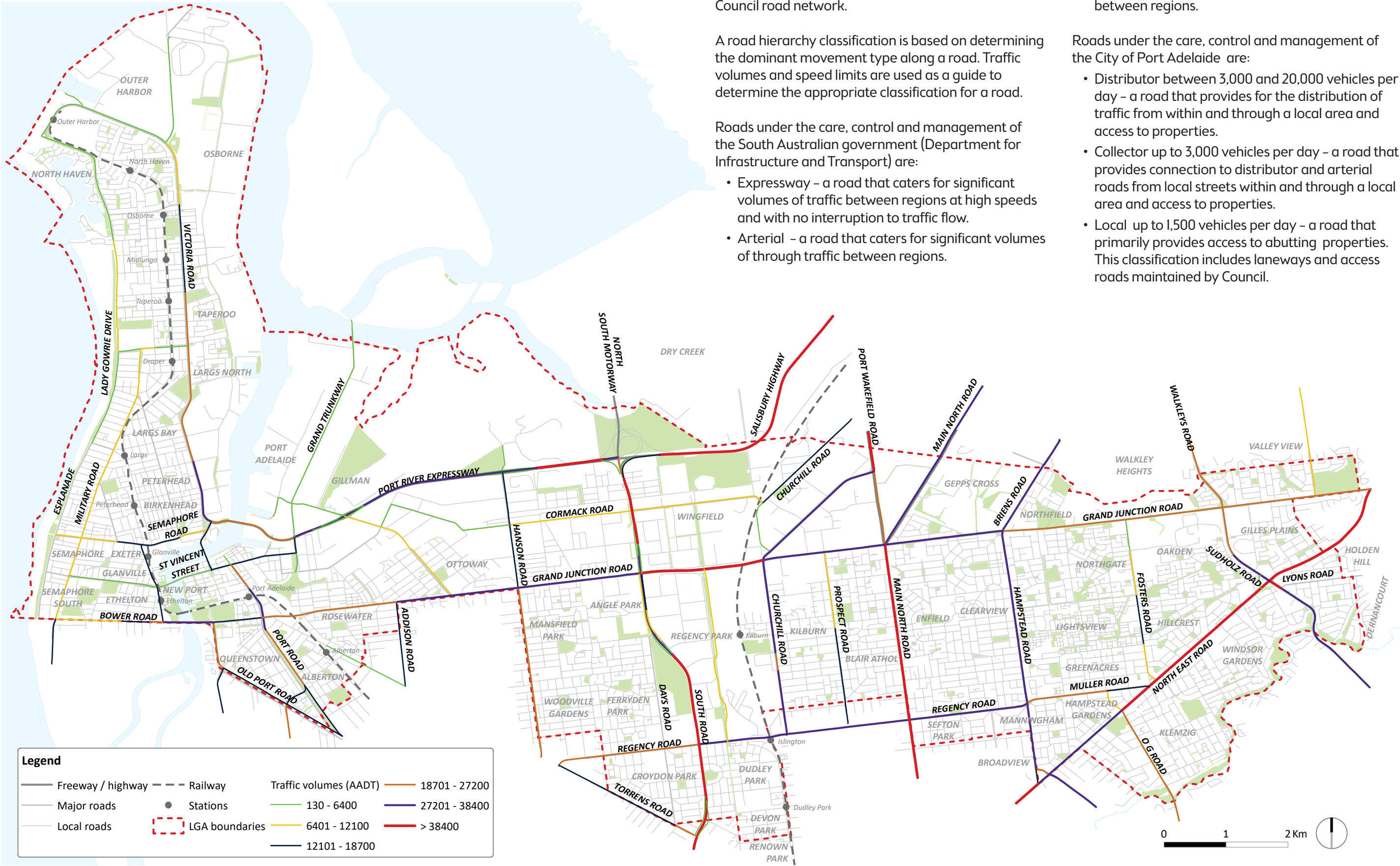
Traffic speed and volume is a significant factor that affects the amenity and safety for an enjoyable cycling experience. The higher the speed and volume the more physical separation required between cars and walking and cycling. Speed management is a key factor in improving street amenity and reducing conflicts between all road users.

The speed environment should be appropriate to the strategic function of the street and adjoining road network. Lower speed precincts create safer environments for all road users and reduce the risk of crashes.

Council has undertaken a number of LATM schemes to reduce traffic volumes and speed in local streets to improve amenity and liveability.

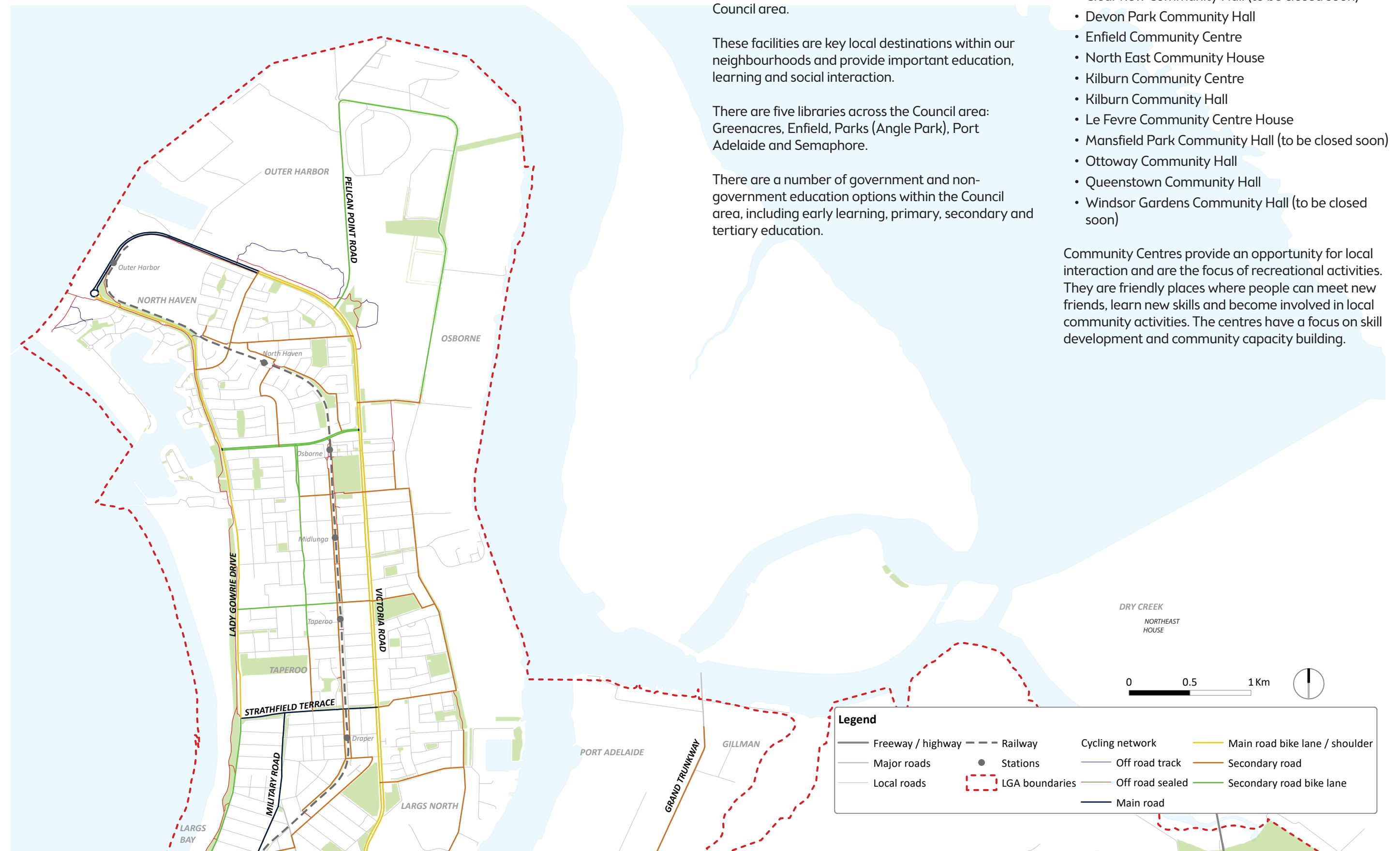


# INDICATIVE TRAFFIC VOLUMES





# SCHOOLS, LIBRARIES AND COMMUNITY CENTRES



# CRASH ANALYSIS

In the five year period between 2014 and 2018, there have been 143 crashes resulting in a pedestrian casualty and 198 crashes involving a cyclist casualty (data reported by the Department for Infrastructure and Transport). Eight of these crashes resulted in fatalities. The table below provides the statistics of crashes by injury type.

**Pedestrian and cycle crashes resulting in casualties 2014-2018**

	Pedestrian crashes	Cyclist crashes	Pedestrian and cyclist crashes combined
Fatal	7	1	8
Serious injury	22	21	43
Minor injury	114	176	290
Sub-total	143	198	341

Between 2014 and 2018,  
**143** road crashes resulted in a pedestrian casualty  
**198** road crashes resulted in a cyclist casualty

The majority of pedestrian and cyclist crashes have occurred along major roads (e.g. Churchill Road, Grand Junction Road, Hart Street, Main North Road, North East Road, Hampstead Road). However, a significant portion of cyclist crashes also occurred along Lady Gowrie Drive and the Esplanade. Pedestrian crashes in particular are focused around Main North Road, St Vincent Street and near the intersection of Sudholz Road and North East Road.

An analysis of the pedestrian and cyclist casualty crash data from 2014-2018 period showed that the majority of crashes were concentrated along specific sections of the arterial network. The two maps included on subsequent pages (pedestrian and cyclist crash maps) show these sections of concentrated crashes, dividing them into 13 zones.

**Twelve concentrated areas of pedestrian and cycle crashes 2014-2018 (see maps)**

Zone highlighted on the map	Pedestrian casualty crashes	Cyclist casualty crashes	Pedestrian and cyclist casualty crashes combined	Road control
1 - Lady Ruthven and Lady Gowrie Dve (north of Strathfield Tce)	0	12	12	DIT
2 - Victoria Road	3	17	20	DIT
3 - Lady Gowrie Drive (south of Strathfield Tce)	2	12	14	Council
4 - Semaphore Rd	0	9	9	Council/DIT
5 - St Vincent St, Commercial Rd and Causeway Rd	12	8	20	DIT
6 - Grand Junction Rd	7	9	16	DIT
7 - Churchill Rd	5	4	9	DIT
8 - Prospect Rd	4	7	11	DIT
9 - Main North Rd	17	11	28	DIT
10 - Regency Rd	6	6	12	DIT
11 - Hampstead Rd	3	8	11	DIT
12 - North East Rd	14	13	27	DIT
13 - O G Road	5	4	9	DIT
Sub-total	78	120	198	

Between 2014 and 2018,  
**58%** of casualty crashes involving a pedestrian or a cyclist occurred within 13 zones as shown on the maps



# PEDESTRIAN CRASH LOCATIONS

Location of pedestrian crashes over a five year period 2014-2018



# CYCLING CRASH LOCATIONS

Location of cycling crashes over a five year period 2014-2018





# REVIEW OF ACTIONS FROM 2015-2020

## LOCAL AREA BIKE PLAN

The City of Port Adelaide Enfield Local Area Bicycle Plan 2015-2020 set a framework and strong direction for expanding the cycling network. The key aspect of the Plan was identifying the cycling network across the council area. The cycling network was defined into route types, including:

- Metropolitan Routes: Greenways and Secondary Roads (Off Road Paths)
- Metropolitan Routes: Main Roads (State Government Roads)
- Neighbourhood / Local Links (connecting schools, shops and parks)
- Fine-Grained Cycling Network (providing safe road crossings, ramps to access paths and footpaths around schools)
- Streets for People (providing balanced street network, a lower speed environment and low-moderate traffic volumes).

The actions from the 2015-2020 Plan were comprehensive at the time, identifying more than 50 actions and recommendations in short, medium and long-term for the future.

This section lists a table of the actions identified in the 2015-2020 Plan. It summarises the proposed actions/recommendations and their current status with regard to delivery.

### Key achievements in the last five years

Year	Project name	Details
Ongoing	Footpath upgrades	Replaced and upgraded footpaths across Port Adelaide Enfield in line with detailed audit results and risk analysis delivered a safe and accessible footpath network.
2020	Port River Bikeway	Shared use path alongside the northern connector motorway. 7.3 km section will link to the existing Stuart O'Grady Bikeway.
2019	Hanson Reserve	Drainage, lighting, open spaces and upgraded velodrome.
2019	Gawler Greenway	Completed greenway between Islington train station and Salisbury Highway.
2018	Roy Marten Park, Taperoo	Regional large playground development containing different age based activity zones and connected with walking and cycling paths and links to pedestrian refuge and on road bicycle lanes at Military Road and Lady Gowrie Drive coastal connection
2018	Hampstead Road	Improved pedestrian access to shops and public transport.
2015	Think Feet First	Small grant program for schools to establish 'park and walk' zones, 'walk to school' days and road safety education programs.
2015	Stage 1 Port River Loop Path	Linked to existing infrastructure creating a 3.5 km cycling and walking loop path. 2.2 km of infrastructure upgrades, including car park modifications, recreational pocket parks and significant surface improvements.
	DIT Way2Go program	A statewide South Australian program promoting safer, greener and more active travel for primary school students and their communities.
2020		Portside Christian College - 2020 Bike Ed and intensive workshop 2015.
2019		Our Lady of Visitation School 2019 Bike Ed, workshop 2012, invited Bike Ed 2021.
2019		Hillcrest Primary School - intensive workshop 2018, invited Bike Ed 2021.
2019		St Pauls College - 2018 workshop, intensive Bike ED 2019.
2018		St Pius X Catholic School 2018 workshop - intensive Bike ED 2020.
2018		St Paul Lutheran School - 2018 workshop - not continued.
2018		Klemzig Primary School - intensive workshop 2017, invited Bike Ed 2021.
2017		Largs Bay School - 2017 Bike Ed, workshop 2012.

# EXISTING CONDITIONS AND DATA ANALYSIS

## REVIEW OF LOCAL AREA BIKE PLAN 2015-2020 -ACTION PLAN

No.	Description	Report reference	Length (m)	Cost estimate	Priority	Completed	In progress	Not commenced
<b>METROPOLITAN NETWORK: GREENWAYS / BIKEWAYS</b>								
<b>1</b>	<b>Outer Harbour Greenway</b>	9.1.1						
1.1	Continue to liaise with DPTI to complete the Outer Harbour Greenway			PAE Resource	Short	◆		
1.2	Install Sharrow linemarking as per DPTI Operational Standard			Installed 2015	Completed	◆		
<b>2</b>	<b>Gawler Greenway</b>							
2.1	Pym Street – Rail line to Shared Path (Janice Jensen Reserve)							
2.1i	Ban parking on Pym Street and install a 1.3 metre wide Bicycle Lane plus a 500mm wide flush island buffer between the bicycle lane and the moving traffic.		633	\$9,495.00	Short			◆
2.2	Shared path (Janice Jensen Reserve) – Pym Street to Regency Road							
2.2a	Upgrade path to 3 metres wide (minimum), including signage, linemarking, holding rails and bollards where required		785	\$94,200.00	Medium			◆
2.2b	Review tree root damage and remove where possible			PAE resource	Short		◆	
2.3	Gallipoli Drive – Regency Road to Grand Junction Road							
2.3a	Install a 400mm wide edge line (Enhanced Bicycle Lane) at existing bicycle lanes		2783	\$41,745.00	Medium	◆		
2.4	Grand Junction Road – Gallipoli Drive to Gawler rail line							
2.4a	Clarify land ownership and the users of the unsealed tracks			PAE resource	Short	◆		
2.4b	Liaise with the above with the aim to allow a shared path to be constructed		488	PAE resource	Short	◆		
2.5	Shared path Grand Junction Road to Cormack Road							
2.5a	Clarify land ownership and the users of the unsealed track			PAE resource	Short	◆		
2.5b	Liaise with the above with the aim to allow a shared path to be constructed		1178	PAE resource	Short	◆		
2.5c	Liaise with DIT to install a cyclist/pedestrian median refuge crossing at Cormack Road			PAE resource	Short	◆		
2.6	Magazine Road - Cormack Road to Martin Street							
2.6a	Install shared path on east side of Magazine Road between Cormack Road and Martin Street (sharrows only - Gawler Greenway)		253	\$50,600.00	Short	◆		
2.7	Martin Street – Magazine Road to Rail Line							
2.7a	Install Sharrows to identify the Gawler Greenway route.		195	\$156.00	Short	◆		
2.7b	Install signage to raise awareness of cyclists, including “cyclists crossing” warning sign		195	\$200.00	Short	◆		
2.8	Shared path – Magazine Road to Council Boundary							
2.8a	Clarify land ownership and the users of the unsealed track			PAE resource	Short	◆		
2.8b	Liaise with the above with the aim to allow a shared path to be constructed		1100	PAE resource	Short	◆		
<b>3</b>	<b>Levels-City Bikeway</b>	9.1.3						
3.1	Install Sharrows to identify route (note - update from recently installed bicycle logos)		4824	\$3,859.20	Short	◆		
3.2	Monitor and evaluate traffic volumes and speeds with view to installing traffic calming measures to facilitate speeds of 40km/h or less			PAE resource	Short	◆		
3.3	Upgrade existing bicycle lanes in Galway Avenue – convert to enhanced bicycle lanes		465	\$6,975.00	Short			◆
3.4	Liaise with DIT to ensure upgrade of Bikeway road crossings at Regency Road and Grand Junction Road			PAE resource	Short	◆		
<b>4</b>	<b>Port River Expressway Greenway</b>	9.1.4						
4.1	Liaise with DIT with regard to providing a Greenway alongside the Port River Expressway that connects into the Gawler Greenway and the future Northern Connector Greenway			PAE resource	Short to Long	◆		
<b>5</b>	<b>Coast Park</b>	9.1.5						
5.1	Council continue regular inspections and maintenance of Coast Park			PAE resource	Ongoing		◆	



No.	Description	Report reference	Length (m)	Cost estimate	Priority	Completed	In progress	Not commenced
5.2	Develop a cyclist path behind The Marquee to separate cyclists from Palais patrons at this busy location			In Progress	Short	◆		
<b>6</b>	<b>Dry Creek Linear Park</b>	<b>9.1.7</b>						
6.1	Liaise with the Cities of Salisbury and Tea Tree Gully to work together to upgrade the shared paths consistently			PAE resource	Medium / Long		◆	
6.2	Future Northern Connector Greenway Connection	9.1.8						
6.3	Liaise with DPTI and the City of Salisbury to identify the most appropriate route			PAE resource	Short / Medium	◆		
6.4	Investigated land ownership and map existing tracks			PAE resource	Medium	◆		
6.5	Investigate purpose for locked gate			PAE resource	Short	◆		
6.6	Formalise the most appropriate track			PAE resource	Medium	◆		
6.7	Install a safe crossing point at Port River Expressway - Location and design to be determined			TBC	Short	◆		
<b>NEIGHBOURHOOD ROUTE NETWORKS</b>								
<b>8</b>	<b>Enfield East-West Neighbourhood Connector: Please refer to Enlargement D Enfield East-West Connector for location and design reference</b>	<b>9.2.1</b>						
8.1	Assess identified safety issues and action any required improvements. - Safety Audit required			\$5,000.00	Short			◆
8.2	Install ramp to shared use path at Swanson Ave (actioned as of August 2015)			Installed 2015		◆		
8.3	Upgrade shared path between Swanson Ave and Lewis Court		98	\$11,760.00	Medium			◆
8.4	Liaise with TAFE Gilles Plains to construct section of shared path from Blacks Road to Sudholz Rd (construction cost if approved approx. \$75,000)		300	PAE resource	Short	◆		
8.5	Upgrade existing shared paths adjacent Sir Ross Smith Blvd to 3m wide and install directional signage		1510	\$181,200.00	Medium / Long			◆
8.6	Install shared paths on footpaths to connect to existing signals at Hampstead Road		50	\$1,000.00	Short			◆
8.7	Main North Road: Convert footpath to shared paths between Harewood Ave and pedestrian activated crossing on East side and between Clifton St and pedestrian activated crossing on West side		52	\$1,040.00	Short			◆
8.8	Install Pedestrian Refuge in existing median on Main North Road between Warwick St and Barton St			\$5,000.00	Short	◆		
8.9	Convert footpaths to shared paths between signals at Darlington Ave and new refuge opposite Stanley Ave		87	\$1,740.00	Short			◆
8.10	Upgrade existing shared path access through road closure on Barton St			\$2,000.00	Short / Medium			◆
8.11	Install refuge in existing flush median on Prospect Rd at Northcote St			\$2,000.00	Short	◆		
<b>9</b>	<b>Gillman East-West Connector: Please refer to Enlargement B Gillman East-West Connector for location and design reference</b>	<b>9.2.2</b>						
9.1	Construct shared path north side of Regency Rd to connect path to signals at Regency Rd/South Rd intersection		372	\$7,440.00	Short		◆	
9.2	Construct shared path North side of Cowan St (completed section through Harold Tyler Reserve as of August 2015)			Installed 2015	Completed	◆		
9.3	Connect new shared path to existing shared path along South Rd			\$5,000.00	Short	◆		
9.4	Construct shared path along open channel (long-term)		395	\$98,750.00	Long			◆
9.5	Connect to existing pedestrian crossing with shared paths along footpaths (both sides)		130	\$2,600.00	Short			◆
<b>10</b>	<b>Sudholz Road Shared Path</b>	<b>9.4.6</b>						
10.1	Convert existing footpath to a shared path on west side of Sudholz Road. Requires liaison with DPTI		2,395	\$47,900.00	Medium			◆
10.2	Convert footpath to shared path south of Grand Junction Road to connect to existing shared path (400 metres)		400	\$8,000.00	Medium			◆
10.3	Convert footpath to shared path from North East Road to the River Torrens (1200 metres)		1200	\$24,000.00	Medium			◆
<b>11</b>	<b>Causeway Road Shared Path (also refer to Enlargement A Port Proposed Cycling Network for location/design reference)</b>	<b>9.4.1</b>						
11.1	Construct new shared path on the west side of Causeway Road, to match into each end of the existing shared path (part of Port Hike and Bike Loop) (2.5m wide minimum)		410	\$49,200.00	Short / Medium	◆		
11.2	Install new shared path on east side of Causeway Road between Sutherland Street and Semaphore Road (2.5m wide minimum)		480	\$120,000.00	Short / Medium	◆		
11.3	Ensure ramp access to shared path is provided where practical			PAE resource	Short / Medium	◆		
11.4	Provide refuge crossing where path crosses from west side to east side (near Sutherland St)			\$5,000.00	Short / Medium	◆		
11.5	Match new shared path in to existing shared path at southeast corner of Semaphore Road / Causeway Road. Install linemarking and signage to recently constructed path - Note: Existing Pedestrian Actuated Crossing provides connection to the Outer Harbour Greenway			\$5,000.00	Short / Medium	◆		
<b>12</b>	<b>Hart Street, Glanville/Ethelton</b>	<b>9.2.5</b>						

No.	Description	Report reference	Length (m)	Cost estimate	Priority	Completed	In progress	Not commenced
12.1	Between Military Road and Causeway Road:							
12.2	Liaise with DPTI to coordinate a consistent approach for a best practice cycling route along Hart Street from Jervois Bridge to Esplanade. This includes road sections managed by both DPTI and Council. Lobby to assess the capacity of Hart Street with view to reducing four lanes to two and installing kerb separated bicycle lanes.			PAE resource	Short	◆		
12.3	Liaise with DPTI to reduce the signed speed to 40km/h or 50km/h			PAE resource	Short	◆		
12.4	Provide directional and information signage		1,185	\$2,000.00	Short	◆		
12.5	Between Military Road and the Esplanade (Maintained by Council)	9.2.5						
12.6	Liaise with DPTI to coordinate a consistent approach for a best practice cycling route along Hart Street from Jervois Bridge to Esplanade. This includes road sections managed by both DPTI and Council. Lobby to assess the capacity of Hart Street with view to reducing four lanes to two and installing kerb separated bicycle lanes.			PAE resource	Short	◆		
12.7	Liaise with DPTI to reduce the signed speed to 40km/h or 50km/h			PAE resource	Short	◆		
12.8	Provide directional and information signage		300	\$2,000.00	Short			◆
<b>13</b>	<b>Dry Creek to Linear Park</b>	<b>9.2.7</b>						
13.1	Liaise with the City of Tea Tree Gully to agree on a concept design for cycling facilities on Wandana Avenue. Note the road width is 12.5 metres which could facilitate exclusive bicycle lanes on one side and Bicycle / Car parking lanes on the other side. The road width is sufficient to provide enhance bicycle lanes, e.g., wide line marked buffers between bicycle lane, parking lane and traffic lane. The side of the road with parking could be alternated where parking demand requires it.		970	Shared with TTG (\$13,580)	Medium / Long			◆
13.2	Convert the exclusive bicycle lanes in Tarton Road to enhanced bicycle lanes, by a line marking buffer, e.g. 300mm wide flush island between bike lane and moving traffic. Liaise with the City of Tea Tree Gully to line mark the bicycle lane on the east side for consistency.		525	\$7,875.00	Medium / Long			◆
13.3	Install a 40 metre section of shared path on the existing paved footpath – east side of North East Road, between signals at Wandana Avenue and Kyle Road.		40	\$8,000.00	Medium / Long			◆
13.4	Install Advisory logos in Kyle Road and Andrew Avenue to identify route		90	\$72.00	Medium / Long			◆
13.5	Install Advisory logos in Haddington Street to identify route		450	\$72.00	Medium / Long			◆
13.6	Install Advisory logos in Kiltie Street to identify route		455	\$72.00	Medium / Long			◆
<b>LOCAL LINKS</b>								
<b>14</b>	<b>Port CBD Connectivity: Refer to Enlargement A Port Proposed Cycling Network for location/design reference</b>	<b>9.3.1</b>						
14.1	Provide a cyclist cut-through of the Heath Street road closure to connect to bicycle lanes on Fletcher Road			\$3,500.00	Short	◆		
14.2	Vincent Street / Nelson Street – Install cyclist hook turn to facilitate right turn into Nelson Street (adjacent two right turn lanes).(Note that Bus Hook turn is also proposed for this location by Council – design to consider both) - NA			\$220.00	Short			
14.3	Provide access to the Port Loop from Nelson Road as follows: As of August 2015, DPTI and Renewal SA have been installing new bike lanes at St Vincent Street – Nelson Street Jervois Bridge				Short			
14.4	Install a cyclist/pedestrian refuge in the existing median on Nelson Street south of Victoria Road / Semaphore Road (where the bike lanes terminate)			\$2,000.00				◆
14.5	Install a shared path on east side of Nelson Street between the Port Loop shared path and the new refuge		660	\$13,200.00		◆		
14.6	Include directional signage for southbound cyclists to cross		660	\$1,000.00				◆
14.7	Upgrade existing footpaths on both sides of Nelson Street, between North Parade and St Vincent Street to a Shared Path to provide alternative connection to traffic signals and bicycle lanes at St Vincent Street. (This will need to be done with care outside of the British Hotel to avoid creating a pedestrian and cyclist conflict.)		150	\$3,000.00				◆
14.8	Liaise with DIT to install bike facility on Southern side of St Vincent Street			PAE resource	Short	◆		
14.9	Install median refuge on Lipson Street where shared use path joins (approx 100m north of Russell Street)			\$3,000.00	Short			◆
14.10	Upgrade existing shared use path between Rosetta Street and Lipson Street			\$1,000.00	Short	◆		
14.11	Liaise with DIT and City of Charles Sturt to install crosswalk on west side of signalised intersection – Bower Road, Causeway Road and Old Port Road			PAE resource	Short	◆		
<b>15</b>	<b>Briens Road, Gepps Cross (Shared Path)</b>	<b>9.3.2</b>						
15.1	Widen path where required to at least 2.5 metres wide (3.0 metres preferred)		1,180	\$141,600.00	Medium			◆



No.	Description	Report reference	Length (m)	Cost estimate	Priority	Completed	In progress	Not commenced
<b>16</b>	<b>Rosewater / Ottoway link</b>	<b>9.3.3</b>						
16.1	Add the following streets to the Bicycle Network, and install Advisory Logos to identify route					◆		
16.2	Murray Street, between McGregor Terrace and Jenkins Street (this includes laneway that has been closed to traffic with a Hazard Board blocking vehicle access. Ensure sufficient width for cyclist access).		340	TBC	Medium	◆		
16.3	Florence Street, between Jenkins Street and the disused rail line		140	\$112.00	Medium	◆		
16.4	May Terrace, between the rail line and Daisy Street		165	\$132.00	Medium	◆		
16.5	Liaise with DIT and PTD to provide a cyclist and pedestrian crossing of disused rail line between Florence Street and May Street (short term recommendation included in Local Links Section of this report).			PAE resource	Medium	◆		
<b>17</b>	<b>Bundara Avenue / Denver Terrace</b>	<b>9.3.4</b>						
17.1	Work with the City of Prospect to extend the Braund Road Bicycle Boulevard route with a consistent approach along Bundara Avenue and Denver Terrace. Particularly with regard to providing a low-street cycling route to the Churchill Centre and Blair Athol Primary.		1,720	TBC	Medium / Long			◆
<b>18</b>	<b>Mersey Road Bikeway</b>	<b>9.3.7</b>						
18.1	Improve the connection to the Off road shared path at Elder Road (i.e. upgrade ramp). Note: as of August 2015 new crossing / ramp from off road shared path to Elder Road (Elder Road and Stirling St Birkenhead) has been installed.			Installed 2015	Completed	◆		
<b>19</b>	<b>Future Gillman Development</b>	<b>9.3.8</b>						
<b>METROPOLITAN ROUTES: MAIN ROADS</b>								
<b>20</b>	<b>Causeway Road</b>	<b>9.4.1</b>						
20.1	Undertake survey to determine road widths and confirm concept design			PAE resource	Short			◆
20.2	Install full-time enhanced (buffered line marking) bicycle lanes on both sides of Causeway Road, including wide buffer lines between traffic lane and cycle lane, and greening at hazardous locations such as at left-turn merge lanes		1,250	\$37,500.00	Medium			◆
20.3	Investigate providing additional off-street parking for train commuters off of Causeway Road			PAE resource	Medium	◆		
20.4	Review the speed controls for Causeway Road with view to reducing to 50km/h			PAE resource	Medium			◆
20.5	Install green bicycle lanes at potentially hazardous locations (road junctions and intersections)			\$20,000.00	Medium			◆
<b>21</b>	<b>Grand Junction Road - South Rd to Hampstead Rd</b>	<b>9.4.2</b>						
21.1	Liaise with DIT to encourage an assessment of the current traffic volumes with view to reducing two-lanes to one-lane in each direction to allow space for bicycle lanes. This is recommended for the entire length of Grand Junction Road in the long-term, but priority should be given to the existing gaps in the network			PAE resource	Long			◆
<b>22</b>	<b>Old Port Road</b>	<b>9.4.5</b>						
22.1	Liaise with DIT to install bicycle lanes in Old Port Road			PAE resource	Short / Medium	◆		
22.2	Ensure crossing points are provided for viewing of the wetlands			PAE resource	Short / Medium	◆		
22.3	Liaise with DIT to install a cyclist refuge crossing point of Port Road for eastbound cyclists on Old Port Road			PAE resource	Short / Medium	◆		
<b>23</b>	<b>Sudholz Road</b>	<b>9.4.6</b>						
23.1	Liaise with DIT to ensure that the intersection upgrade of Sudholz Road and North East Road is scheduled and includes improved cycle facilities			PAE resource	Short		◆	
23.2	Refer to Action II for separated facility recommendation.						◆	
<b>24</b>	<b>South Road</b>	<b>9.4.7</b>						
24.1	Liaise with DIT to have the South Road Superway cycling facilities reviewed with particular focus on directional signage			PAE resource	Ongoing		◆	
<b>25</b>	<b>North East Road</b>	<b>9.4.8</b>						
25.1	Liaise with DIT re: the designs for the intersection upgrade of North East Road and Sudholz Road, and lobby for these works to include bicycle lanes along North East Road that are continuous on both sides up to the intersection.			PAE resource	Short		◆	
<b>26</b>	<b>Lady Gowrie Drive</b>							
26.1	Liaise with cycling groups to discuss the conflicts that are occurring, and work together to develop solutions	9.9		PAE resource	Short / Medium		◆	
26.2	Prepare educational brochures that provide information for residents on cycling in bunches and outlines the etiquette required by cyclists						◆	

No.	Description	Report reference	Length (m)	Cost estimate	Priority	Completed	In progress	Not commenced
	Distribute brochures around Semaphore and Largs Bay and request cycling groups to distribute to members						◆	
<b>27</b>	<b>Prospect Road</b>							
27.1	Review pedestrian refuge (just south of Marmion Avenue) with view to improving safety for pedestrians and cyclists. Consider installing kerb island over parking bay on west side of crossing similar to that on east side	4.5.2		PAE resource	Medium	◆		
<b>28</b>	<b>Brookvale Road</b>							
28.1	Review road crossing at Obahn underpass (just south of Beaverdale Avenue). Install cyclist refuge to improve safety for cyclists	9.5.3		\$3,000.00	Medium	◆		
<b>CITY-WIDE ACTIONS</b>								
<b>29</b>	<b>Community input</b>			PAE resource	Ongoing			
29.1	Develop a strategy for the community to feed information to council at the fine-grained level as an on-going process and explore ways to improve use of existing options eg Council's web page and My Services App.						◆	
<b>30</b>	<b>40km/h Area Speed Zoning</b>	9.8		PAE resource	Short			
30.1	Define feasibility of providing a 40km/h area speed zone that includes the Port Adelaide CBD						◆	
30.2	Extend the proposed 40km/h Area Zone in the Kilburn area to include Northcote Street. This street is calmed is slow points and provides a direct link to the Kilburn Rail Station						◆	
<b>31</b>	<b>Data Collection</b>	10.6		PAE resource	Ongoing			
31.1	Port Adelaide Enfield continue to participate in the Super Sunday Recreation Counts (given the surveys are designed to be conducted annually to provide council with the necessary data to assist planning and asset management.						◆	
31.2	Supplement the data with additional counts on other days (at the discretion of Council) at these select locations for comparative data.						◆	
31.3	Include cycle count downloads when undertaking local road AADT counts						◆	
<b>32</b>	<b>Asset Register and End Task Administration:</b>	10.6		PAE resource	Short			
32.1	Develop administrative protocols for 'End Task Administration' to update records and asset registers. When bicycle facilities are implemented tasks should include: updating GIS layers, asset registers, recording an action database to assist in future updates of the Council Bicycle Plans.						◆	
<b>COUNCIL POLICY</b>								
<b>33</b>	<b>Councils Works Programs</b>			PAE resource	Ongoing			
33.1	Integrate cyclist network with Councils works program						◆	
33.2	Council Depot Officers to refer to Bicycle Network prior to any road works						◆	
33.3	Depot staff to alert designated Cycling Officer of future works that are planned on a road or path that is part of the cycling network						◆	
33.4	Develop a maintenance and management plan for cycling infrastructure and ensure adequate budgets are allocated						◆	
<b>PROMOTING CYCLING</b>								
<b>34</b>	<b>Council Advocacy</b>	10.8		PAE resource	Short / Ongoing			
34.1	Provide a designated Council Officer with a good knowledge of cycling facility design to implement the actions and ongoing management of projects listed throughout this Plan and be a liaison point for workplaces, schools, cycling groups, DPTI, etc.						◆	
34.2	Facilitate an open communication process where the community can provide a designated Council Officer on updates of issues, constraints and opportunities within the cycling network						◆	
34.3	Depot and technical staff who are trained in cycling facility requirements and who automatically cross-check the bicycle plan before any road works are constructed so that opportunities are not lost.						◆	
34.4	Define the role for an existing council representative (or create a new position) to reflect in their job description specific roles for Way2Go Council Liaison;						◆	
34.5	Continue to collaborate with DPTI on the Way2Go program, by identifying schools which can become involved in the program, and budgeting and resourcing to assist with the program implementation and any related engineering treatments						◆	
<b>35</b>	<b>Travel Behaviour Change to Promote Cycling</b>	10.1		PAE resource	Short			



No.	Description	Report reference	Length (m)	Cost estimate	Priority	Completed	In progress	Not commenced
35.1	Research and implement education and travel behaviour change programs with DPTI, Bicycle SA and other relevant bodies						◆	
35.2	Provide and support Bicycle Education programs such as Bike Ed, Ride a Bike Right in the Council area. (make this an action in Council's Community Wellbeing plan.)						◆	
<b>36</b>	<b>Infrastructure Elements to Promote Cycling</b>	<b>10.3</b>		<b>PAE resource</b>	<b>Ongoing</b>			
36.1	Continue to support bike hire initiatives and consider cycling supportive infrastructure elements along the network where appropriate						◆	
<b>37</b>	<b>Information Provision and Route Legibility</b>	<b>10.4</b>		<b>PAE resource</b>	<b>Ongoing</b>			
37.1	Ensure adequate public access to route information and consider additional media platforms for a diverse demographic.						◆	
37.2	Plan for sufficient wayfinding, route notification and directional signage along key routes						◆	
<b>38</b>	<b>Safety Training</b>	<b>10.5</b>		<b>PAE resource</b>	<b>Ongoing</b>			
38.1	Provide information and generate awareness on 'shared path etiquette' in locations with a high number of pedestrians/cyclists.						◆	
38.2	Review existing reserves with view to suitable locations for bicycle training parks (for example Hanson Reserve and Kardi Yarta). Build at least one road Safety Park in the Council area.						◆	
38.3	Engage with DPTI and MAC (Motor Accidents Commission) to consider undertaking a specific driver/cyclist awareness campaign.						◆	
<b>39</b>	<b>Committing to ongoing research</b>	<b>10.6</b>		<b>PAE resource</b>	<b>Ongoing</b>			
39.1	Continue to participate in the Super Sunday Recreation Counts (given the surveys are designed to be conducted annually to provide council with the necessary data to assist planning and asset management)						◆	
39.2	Supplement the data with additional counts on other days (at the discretion of Council) at these select locations for comparative data.						◆	
39.3	Conduct Super Tuesday counts.						◆	
39.4	Conduct a review of the Bicycle Plan every five years.						◆	
<b>40</b>	<b>Local Government Policy</b>	<b>10.7</b>		<b>PAE resource</b>	<b>Ongoing</b>			
40.1	Propose the North-East Arm Management Plan considers use of channel to be used as a greenway.						◆	
40.2	Review the City of Port Adelaide Enfield Development Plan to update/improve policies for cycling, such as:				Ongoing		◆	
40.3	Providing end of trip facilities, such as: parking, lockers, showers; and including best practice facilities, treatments and networks in new developments						◆	
40.4	Ensure future development at Gillman includes best practice cycling network and facilities that connect into the Port Adelaide Enfield Cycle Network						◆	
<b>41</b>	<b>Funding Opportunities</b>	<b>11.1.3</b>		<b>PAE resource</b>	<b>Ongoing</b>			
41.1	Partner with DPTI as part of the Bikes for Better Business program and encourage businesses to apply for grant funding.						◆	
<b>TOURISM / RECREATIONAL OPPORTUNITIES</b>								
<b>42</b>	<b>Pelican Point Road</b>	<b>9.6.2</b>		<b>PAE resource</b>	<b>Medium / Long</b>			
42.1	Install median refuge in Victoria Road opposite Kardi Yarta						◆	
42.2	Liaise with Bicycle SA regarding the feasibility of Pelican Point Route replacing Lady Gowrie Drive as the training route. This will include assessing road surface and upgrading to suit training cyclists						◆	
<b>43</b>	<b>Snowdens Beach</b>	<b>9.6.3</b>		<b>\$1,000.00</b>	<b>Medium</b>			
43.1	Install signage to identify route to Snowdens Beach					◆		
43.2	Install cycling parking rails					◆		
43.3	Include Snowdens beach (listing facilities) on all cycling maps					◆		



# REVIEW OF THE CURRENT NETWORK

Intermethod and Be Engineering Solutions carried out several site visits to review walking and cycling routes in the City of Port Adelaide Enfield in August and September 2020. The team focussed on identifying general level of provision to cater to the different route types and observed user experiences.

This report section summaries key observations from these site visits, grouping them by the route types. It provides an overview of existing network and infrastructure, issues and challenges including missing links.

Key observations in relation to the route type are listed below.

## METROPOLITAN ROUTES – GREENWAYS AND BIKEWAYS

- Lack of intersection treatments to improve pedestrian and cycling safety at traffic signals (e.g. addressing blind spots, reducing speeds, tightening turning radii, enforcing adherence to traffic signals, reducing crossing distance)
- Green pavement marking at conflicting locations is not consistently used across the Council area
- Limited pedestrian and cyclist crossing facilities, especially mid-block between traffic lights for cross neighbourhood links or bus stop pairs
- Evidence of undulating footpaths and cracked pavement along arterial roads
- Lack of signage to raise awareness of cyclists, including 'cyclists crossing' warning signs
- Poor shade along many of the arterial roads
- Lack of pedestrian resting points.

## NEIGHBOURHOOD LINKS

- Many actions from the 2015-2020 Cycle Action Plan were not implemented
- Narrower shared use paths require an upgrade to reduce conflict between users
- Lack of cycle route connectivity across closed roads
- Existing wide median islands do not sufficiently cater for road crossing points
- Opportunities missed to provide refuges for safe crossing of wider, higher traffic volume roads
- Higher traffic volume roads and/or wider roads have limited bicycle lane infrastructure
- Part time bicycle lanes installed as a compromise to maintain on-street parking or traffic capacity
- Limited use of "sharrow" pavement marking on designated routes with lower traffic volume and speed environment
- Limited north-south connecting neighbourhood links, forcing cyclists to ride along arterial roads
- Limited wayfinding signage
- Poor amenity and shade of on-road cycling routes
- Lack of pedestrian resting points.

## LOCAL LINKS

- Poor CBD connectivity
- Evident undulating footpaths creating trip hazards and discomfort for mobility users
- Wide streets with unrestricted parking create challenges to achieve a lower speed environment and create points of conflict
- Limited use of "sharrow" pavement marking to promote shared use between bicycles and vehicular traffic
- Wide streets create an environment that prioritise cars, creating an unwelcoming pedestrian environment
- Some streets have missing footpath sections
- Lack of pedestrian resting points.

## RECREATIONAL ROUTES

There has been a significant investment by the Council over the last five years into recreational routes, River Torrens linear trails, Dry Creek linear trails, Gawler Greenway and Port River Bikeway.

- Limited actions implemented for the Enfield East-West Neighbourhood Connector
- Local recreational loop opportunities not progressed
- Irregular maintenance with overgrown vegetation encroaching onto the paths reducing the effective width
- Limited wayfinding signage
- Lack of shading along long distance routes.



# METROPOLITAN ROUTE REVIEW

## OVERVIEW

The metropolitan routes within the City of Port Adelaide Enfield are made up of greenways, bikeways and cycling infrastructure along arterial and secondary roads.

## PRIMARY BIKEWAYS

### Coast Park Trail and Linear Park Trail

These shared paths are located in opposite corners of the Council area, with the Coast Park to the northwest and Linear Park to the southeast. Both bikeways provide a safe, off-road route for pedestrians and cyclists.

### Outer Harbour Greenway and Gawler Greenway

These bikeways are also part of the network and provide north-south connectivity from the City of Port Adelaide Enfield to the Adelaide CBD. The greenways are comprised of both on and off-road infrastructure, including shared paths (off-road) and sharrow pavement markings (on-road).

## OTHER INFRASTRUCTURE

The remainder of the metropolitan network consists of bicycle lanes installed on main and secondary roads. Grand Junction Road forms the 'backbone' of this network, running east-west across the length of the Council area. A series of north-south links stem from Grand Junction Road, providing connectivity from Outer Harbour into the Adelaide CBD.

These bicycle lanes provide separation between cyclists and motorists and are generally effective for confident cyclists.

## KEY INFRASTRUCTURE ISSUES

A large portion of the bicycle lanes within the network are only part-time, resulting in them often being blocked with parked vehicles. This can create a safety issue when cyclists are required to diverge from the bicycle lane into traffic lanes.

Some of the bicycle lanes within the network have green pavement marking installed at locations where there may be conflicting movements between different traffic modes, such as the continuation of a bicycle lane across an intersecting road. However, this pavement marking is not consistent across the Council area.

## MISSING LINKS

**Hanson Road (between Cormack Road and Grand Junction Road), Grand Junction Road (between South Road and Hampstead Road), Prospect Road (between Kintore Avenue and Way Street)**

Council to advocate to and work with DIT to complete the missing cycling links along Hanson Road and Grand Junction Road.



Linear Park Trail (off-road shared path)



Commercial Road (dedicated bicycle lane)



Grand Junction Road (part-time bicycle lane)





Coast Park (off-road shared path)



Hanson Road (part-time bicycle lane)



Railway Terrace (sharrow pavement marking)



Hampstead Road (part-time bicycle lane)



Days Road (dedicated bicycle lane)



Military Road



# NEIGHBOURHOOD LINK REVIEW

## OVERVIEW

The City of Port Adelaide Enfield has a number of neighbourhood links which form part of the overall cycling network. These neighbourhood links consist of both on and off-road infrastructure, and are centred around providing connectivity between the Council's suburbs, while avoiding busy arterial roads. This network contains a variety of treatments depending on the location and surrounding environment.

## DEDICATED BICYCLE LANES

### Folland Avenue and St Vincent Street

These are examples of neighbourhood links which contain a dedicated, full-time bicycle lane. Both of these links run east-west and provide a safe and efficient route for cyclists. While cyclists do have to travel on-road, vehicles are not permitted to park in these dedicated bicycle lanes, ensuring there is an unobstructed safer route for cyclists.

## SEPARATED BICYCLE LANES

### Hart Street

These bicycle lanes are not only full-time, but are separated from the traffic lanes via bollards and chevron pavement marking. This provides an extra layer of safety which appeals to all types of cyclists, not just those that are confident. Hart Street also contains the aforementioned green pavement marking at location of potential conflict.

## KEY INFRASTRUCTURE ISSUES

A large portion of the neighbourhood links within the Council area have no dedicated cycling infrastructure. Cyclists have the option to utilise the off-road footpaths, or instead ride on-road while keeping to the left. In some locations, such as along Old Port Road, there is insufficient lane width to accommodate both cyclists and motorists' side-by-side. While cyclists still have the option to travel on-road, extra infrastructure such as fencing is provided alongside the footpath to create separation between the two traffic modes.

## MISSING LINKS

It is noted that, particularly on the eastern side of the Council area, there is a lack of north-south connecting neighbourhood links. Instead, cyclists are encouraged to travel along the arterial roads, which may be unnerving for the less-experienced cyclists. It is recommended that Council investigates the potential installation of north-south connecting neighbourhood links.



Folland Avenue (dedicated bicycle lane)



Liberty Grove (footpath)



St Vincent Street (dedicated bicycle lane)





Gillman East-West Connector (off-road shared path)



Hart Street (separated bicycle lane)



Old Port Road



# RECREATIONAL ROUTE REVIEW

## OVERVIEW

The recreational routes within the City of Port Adelaide Enfield are largely comprised of off-road, shared paths. These paths are mostly bitumin and range from 2-3m in width. They provide a safe environment for both pedestrians and cyclists, and link to popular tourist locations such as the Kardi Yarta North Haven Adventure Playground.

## SHARED PATH TREATMENT

Shared use paths are an excellent treatment for recreational cycling routes, as they provide full separation between pedestrian/cyclist traffic and vehicular traffic. In addition, this separation appeals to inexperienced cyclists as they feel safer and not required to ride on-road.

## MISSING LINKS

### Grand Trunkway and Veitch Road

Recreational routes make up the smallest portion of the overall cycling network within the Council area. The 2015-2020 City-Wide Cycling Plan outlined six different recreational routes, but many of these are yet to be constructed. At present, these locations boast wide footpaths which could be formalised into shared use paths to complete the proposed network.

## SNOWDEN BEACH LINK

A recreational link to Snowden Beach was also proposed in the 2015-2020 City-Wide Cycling Plan. There is an existing local link which runs north-south along the eastern side of Outer Harbour and could connect to the proposed east-west recreational route. Snowden Beach is home to the Port Adelaide Sailing Club and is a popular tourist location. It is recommended that this recreational link be completed.

Though only six recreational routes were proposed in the 2015-2020 City-Wide Cycling Plan, the City of Port Adelaide Enfield boasts many more attractions which could generate the need for additional recreational cycling links.



Grand Trunkway



Mersey Road North (off-road shared path)



Veitch Road



Pelican Point Road (off-road shared path)



## LOCAL LINK REVIEW

### OVERVIEW

Local links make up the largest portion of the City of Port Adelaide Enfield's cycling network. The existing treatments vary greatly across the local network, from roads with no cycling infrastructure at all, to those with dedicated bicycle lanes. Local links are present across different road classes and therefore, the type of treatment is reflective of the road type and respective traffic volume.

In general, the local links provide a high level of connectivity across the City of Port Adelaide Enfield. While this network could be built upon, it is already extensive and there are no apparent missing links.

### LOW ORDER ROADS

On low-order roads such as Elder Road, there is no dedicated infrastructure present for cyclists or pedestrians. In this case, cyclists are required to ride on-road and keep to the left.

### RESIDENTIAL STREETS

On residential streets such as Coker Street and Strathfield Terrace, on-road cycling infrastructure is not present. Cyclists may either ride on-road and keep to the left, or utilise the footpath if they would like to ride off-road.

### HIGH ORDER ROADS

The higher-order roads which are within the local network, such as Bedford Street and Osborne Road, have varying treatment types. There is a dedicated bicycle lane along Osborne Road which provides separation between cyclists and vehicles, whereas Bedford Street has no on-road facilities, and a standard footpath. It is recommended that, on higher-order roads with sufficient width, cycling infrastructure is installed.

### OFF-ROAD FACILITIES

In regard to off-road facilities, a number of the Council's off-road shared paths are classified as local links. An example of this is the shared path which links to Veitch Street and provides north-south connectivity along the eastern side of Outer Harbour.



Coker Street



Strathfield Terrace



Bedford Street





Veitch Street (off-road shared path)



Elder Road



Osborne Road (dedicated bicycle lane)



# LOCAL AREA TRAFFIC MANAGEMENT REVIEW

## OVERVIEW

Local area traffic management (LATM) within the City of Port Adelaide Enfield is diverse and extensive. In general, the LATM including pedestrian crossing facilities is of a high level within the council area. While some treatments are outdated, they remain effective. More innovative treatments have recently been installed, such as kerb protuberances on Lamorna Terrace, and this is an excellent direction for the Council to be following.

## TRAFFIC CALMING

For traffic calming, speed humps, pavement bar schemes and kerb protuberances are common within the Council. These are all effective traffic calming treatments, though speed humps are becoming less desirable due to their high cost of installation and damage to the existing road pavement. Around curved sections of road, the City of Port Adelaide Enfield implement continuous white centrelines. This is another common treatment to define the trafficable lanes and ensure vehicles do not park on the curve, which would heavily restrict sight distance.

## PEDESTRIAN INFRASTRUCTURE

Pedestrian crossing infrastructure is widespread across the Council. Emu crossings are present within school zones, wombat crossings are present within retail plazas, and pedestrian activated crossings (PACs) are present on arterial roads.

At locations where pedestrian volumes do not warrant a formalised crossing, holding rails and kerb ramps are installed in conjunction with median island treatments to allow pedestrians to store in the middle of the road while waiting to cross.



Sir Ross Smith Avenue (speed humps)



Gedville Road (emu crossing)



Lamorna Terrace (kerb protuberances)





Silicate Avenue (centreline and hazard markers)



Military Road (pedestrian actuated crossing)



Marryatt Street (wombat crossing)





# DELIVERY FOCUS AND ACTIONS

## DESIRED OUTCOMES

**More people walking and cycling, more often:**

- Increased journey to work proportion of cyclists and pedestrians
- Increased proportion of school children walking and cycling to/from schools
- Increased proportion of people making short local trips by walking and cycling
- Increased numbers of people engaging in recreational walking and cycling

## DELIVERY FOCUS AREAS

Improve  
walking  
and cycling  
infrastructure

Promote and  
encourage  
walking and  
cycling

Provide  
information,  
invest in data  
and monitoring



# STRATEGIES AND INITIATIVES

## IMPROVING AND EXTENDING THE CYCLING NETWORK

Creating a legible, safe and well-connected cycling network is critical to getting more people bike riding more often and achieving the desired cycling outcomes of the Plan.

In establishing the cycling network it is of high priority to create a network of low-stress bicycle routes that caters for people of all ages and abilities, and directs riders along the most appropriate and safe routes to complete local, wider or recreational journeys.

Based on research undertaken in Portland<sup>1</sup>, a city's population can be categorised into four bike rider

<sup>1</sup> Four Types of Cyclists, Roger Geller, Bicycle Coordinator Portland Office of Transportation

types including (and as shown in the figure below):

- **Strong and fearless:** people willing to cycle with limited or no bicycle-specific infrastructure – typically comprising of 1% of population.
- **Enthusied and confident:** people willing to cycle if some bicycle-specific infrastructure is in place – typically comprising of 7% of population.
- **Interested but concerned:** people willing to cycle if high-quality, safe and connected bicycle infrastructure is in place – typically comprising of 60% of population.
- **No way, no how:** people unwilling to cycle even if high-quality bicycle infrastructure is in place – typically comprising of 33% of population.

This Portland research has been identified as relevant to the Australian context, and it is recognised that any new bicycle facilities installed need to be designed to cater for the 60% 'interested but concerned' if we are to increase the number of people bike riding and support new bike riders.

Improvements and expansion of the Port Adelaide Enfield (PAE) Council cycling network has occurred as part of delivery works associated with the Local Area Bicycle Plan 2015-2020. There were over 50 actions in the Plan with significant accomplishments in that time period including:

- Port River Bikeway
- Hanson Reserve upgrades
- Footpath upgrades
- Roy Marten Park, Taperoo
- Hampstead Road improvements
- Think Feet First grant program
- Stage I Port River Loop Path.

A more detailed analysis of Local Area Bicycle Plan action outcomes is included on page 22 of this document.



Proportion of population as four bike rider types, based on the research from Portland Office of Transportation



## PROPOSED 2025 CYCLING NETWORK

The proposed 2021-2025 Council cycling network is shown on Maps 1A-1C.

The cycling network comprises:

- Greenways, bikeways and trails
- Main road bicycle routes
- Neighborhood connector bicycle routes
- Port Adelaide City Centre
- Recreational trails / bicycle routes
- Local bicycle links.

The Council has an established, albeit not fully connected, cycling network that can be further enhanced by focusing on the delivery of key identified routes.

To cater for the 60% interested but concerned bike rider demographic, the bicycle facilities that form the cycling network should:

- Be connected and continuous
- Minimise interactions between bike riders and heavy traffic volumes and buses
- Minimise interactions between bike riders and vehicles making parking maneuvers
- Provide prioritised crossing facilities
- Provide good lighting to facilitate safe riding during the evening/night
- Provide good directional signage to assist with navigation.

When determining the most appropriate bicycle infrastructure for a street/road, consideration needs to be given to the speed environment and traffic volumes. The Safe System approach suggests that people bike riding should be separated from traffic when a street carries more than 3,000 vehicles per day with a speed more than 30 km/h. The 'considerations for cycling facility types' tool on this page shows when mixed traffic or separate bicycle facilities are appropriate.

This report section provides an overview of key needs and opportunities, with directions presented in purple boxes. In numbering the directions, 'C' refers to 'cycling', 'W' refers to 'walking' and 'CW' refers to a direction that applies both to walking and cycling.

### Considerations for cycling facility types

	Traffic volume (vehicles per day)			85th percentile traffic speed (km/h)		
	< 3,000	3,000 - 5,000	> 5,000	< 30	30-50	>50
Bicycle facility						
Mixed traffic						
Consider separation						
Separation						

## BIKEWAYS AND GREENWAYS

Key bikeways and greenways in Port Adelaide Enfield include:

- **Outer Harbor Greenway** – a 20 km bicycle and walking route that links the City of Adelaide to Port Adelaide Enfield and the Lefevre Peninsula.
- **Gawler Greenway** – a 40km bicycle and walking route that links the City of Adelaide to Gawler via the suburbs of Croydon Park, Regency Park and Wingfield.
- **Levels – City Bikeway** – an 18 km bicycle and walking route linking North Adelaide to Mawson Lakes via the suburbs of Sefton Park, Clearview and Gepps Cross.
- **River Torrens Linear Trail** – a 35 km bicycle and walking route that links Athelstone to the City of Adelaide and West Beach. A short 4.5 km section of linear trail runs through the Council area between the Paradise and Klemzig O-Bahn interchanges.
- **Port River Bikeway** – a 7.6 km bicycle and walking route that links Port Adelaide to the Northern Connector / Stuart O Grady Bikeway.

The PAE Council is very fortunate in having these important greenway, bikeway and trail bicycle routes running through their Council area that not only provide strategic regional bicycle connections to/

from PAE, but also greatly assist in providing safe local bicycle connections. Over the years both State Government and PAE Council have heavily invested in these bicycle routes, however further works are still required to complete them.

### CI. Continue working with DIT on improving bikeways and greenways facilities.

Priority actions include on-going review and:

- Improvements to pavement surfaces and widths
- Improvements to lighting
- Improvements to wayfinding, signage and navigation
- Increased safety at intersections.

### CASE STUDY: GAWLER GREENWAY COMPLETION WITHIN PAE AREA

Council worked with the State Government to complete the missing 'link' of the Gawler greenway between Dudley Park and the Port River Expressway. A State Government project spanning approximately 6.0 kilometres that has a mostly off-road link between the Port River Expressway and the City which eventually will head to Gawler.

Completed in early 2020, this project presented a number of challenges including construction over SA Water owned and maintained land, working with an Alliance Team and the asset being transferred to Council upon completion. However, it is important to continue to support these projects as they provide a direct alternative for cyclists and walkers alike who can enjoy a safer, quieter ride/walk between major destination points. Off road paths are particularly important for less experienced and recreational cyclists and walkers and encourage new cyclists to the network. Directional signs are essential along these corridors to provide guidance to distances and information on destinations, and should be encouraged on all off-street paths to improve the usability to cyclists and walkers.





**CASE STUDY: PORT RIVER BIKEWAY WITHIN PAE AREA**

As part of the PREXY and Northern Connector, Council lobbied the State Government to upgrade the bike/walking link from the partly completed Gawler Greenway to the port alongside the Port River Expressway. Council will continue to advocate to the State Government for cycling and walking infrastructure adjacent arterial road upgrades to ensure that an alternative safer riding/walking corridor is provided creating a direct, off-road link for active transport.

Council worked closely with the State Government on the design aspect of this project, particularly important as the asset was granted to Council upon completion of the works. This project spanned approximately 4.2 km and was completed around April 2020.

**MAIN ROAD BIKE ROUTES**

Key main road bike routes include:

- **Sudholz Road shared use path** linking between the River Torrens Linear Trail and Dry Creek Trail including providing a connection to Paradise O-Bahn station, Avenues College, Gilles Plain Shopping Centre, Tafe SA and Dry Creek Wetlands.
- **Briens Road shared use path** linking between Levels-City Bikeway and Dry Creek Trail including providing a connection to Roma Mitchell Secondary College, Pooraka Skatepark and Cross Keys BMX Club. Note that the State Sports Park is being progressed in this area, hence Council need to work closely with the Office of Recreation and Sport to ensure this important link is not compromised.
- **Cormack Road** linking between Outer Harbor Greenway and Gawler Greenway.
- **Grand Junction Road/Bower Road** which forms the main east-west continuous 'backbone' bicycle route within the Council area linking the key north-south bikeway and greenway routes.
- **Victoria Road** linking Port Adelaide Enfield City Centre to Outer Harbor.
- **Military Road** linking Semaphore, Largs Bay and Taperoo.
- **Old Port Road and Port Road** linking Port Adelaide to the City.

**C2. Continue working with DIT on improving bicycle routes and shared use paths that run along main roads.**

Priority actions include:

- Better intersection treatments to improve safety at signalised intersections
- Improved crossing facilities especially mid-block between intersections
- Pavement maintenance
- Warning signage e.g. 'cyclists crossing'
- Shade and resting points
- Consistency in bicycle lane and pavement markings across the Council area
- Installation of green pavement marking that avoids or minimises movement conflicts at intersections or other connecting points between modes.

The delivery of safe bicycle facilities along these main road routes is challenging due to the constrained carriageway width and the need to maintain the traffic function, as well as on-street parking to support adjacent commercial businesses and residential properties.

Most main road routes in the Council Area comprise of part time bike lanes, which generally only cater for commuter trips (to/from work), the < 1% 'strong and fearless' and some of the 7% 'enthused and confident' bike rider types.

Where main road bicycle routes are necessary to provide a connected cycling network, bicycle facility separation is required, where space permits, either as a shared use path (similar to Causeway Road), buffered bike lanes or separated bike lanes to accommodate a cycling network that caters for the 60% interested but concerned bike rider type.

**RECREATIONAL BICYCLE ROUTES**

Recreational bicycle routes include:

- **Annie Rennie 'loop' path** - 3.5 km Loop Path around the Port Adelaide Inner Harbor.
- **Coast Park Trail** - a 70 km linear shared use path along the Adelaide coast line that links North Haven to Sellicks Beach. The sections of Coast Park are completed in the Port Adelaide Enfield Council area.
- **Dry Creek Trail** between Walkleys Road and Valley View, also referred to as the Dry Creek Linear Park is managed by the Council.
- **Pelican Point** 'loop' path in Outer Harbor.

**C3. Continue improving and extending recreational bicycle route network.**

The provision of recreational walking and cycling routes offers increased opportunities for families and visitors including people of all ages and abilities to participate in active and healthy lifestyles, and forms an important part of Council's cycling network. Over the years Council and the State Government have invested significantly in completing the Coast Park Trail in the Council area, as well as the Annie Rennie 'loop' path. This investment has resulted in a significant number of people walking and bike riding each day for exercise and leisure purposes.

**NEIGHBOURHOOD CONNECTOR ROUTES**

Neighbourhood connector bicycle routes are important to the Council's cycling network, as they provide a low-stress alternative to the arterial 'main' road network for people bike riding between key destinations (schools, shops, work etc.) and bicycle routes in the PAE Council area.

Established Neighbourhood Connector routes include:

- **Gillman East-West bicycle connector** linking the Gawler Greenway to the Outer Harbor Greenway through the suburbs of Angle Park, Wingfield and Ottoway.
- **Enfield East-West bicycle connector linking the Kilburn Rail Station, the Level-City Bikeway and the City of Tea Tree Gully** (this route had a number of actions in the 2015 Plan that are not yet commenced or completed)
- **Hart Street Neighbourhood Connector** linking Port Adelaide city centre to the Coast Park Trail.

Maps 1A, 1B and 1C propose additional routes to extend Neighbourhood Connector route network.

**C4. Continue improving and extending Neighbourhood Connector route network.**

Based on site observations opportunities for improvements include:

- Increased landscaping and greening
- Increased crossing opportunities for people walking and bike riding
- Shared use path widening
- Safe and sufficiently sized road crossing points
- Better wayfinding.

**RIDING ON LOCAL ROADS**

The local bicycle links are strategically designated bicycle routes using the local street network and improve access to the key bicycle routes from where people live, work, shop and/or study.

Whilst progress has been made to improve walking and bike riding conditions along the local street network, many local streets are still car-focused.



### C5. Continue improving riding conditions on local roads.

To make local streets more walking and bike riding friendly, opportunities include:

- Consider implementing 40 km/h speed limit on the local street network
- Installation of bicycle sharrows
- Increasing street trees and landscaping
- Improving crossing opportunities
- Installing bike lanes where the cross sections allow it
- Installing green bike lanes at conflict points.

## WALKING AND CYCLING ENVIRONMENT IN THE PORT ADELAIDE CITY CENTRE

The Port Adelaide City Centre is one of the key destinations in the City of Port Adelaide Enfield, which offers significant commercial and recreational opportunities. Strengthening walking and cycling safety will encourage visitors to the Centre by bicycle and on foot.

### CW1. Improve the walking and cycling environment in the Port Adelaide City Centre.

Measures may include:

- Installation of sharrows, bike lanes, bike lane buffers, green bikes, bike boxes etc
- Reducing speed limit to 40 km/h where appropriate
- Increased landscaping and street trees to increase shade and improve comfort
- Safer crossing facilities at signalised and unsignalised intersections
- Port Adelaide City Centre to the Coast Park Trail
- Fill in the missing links in the footpath network
- Work with DIT to enhance pedestrian and cycling facilities, and calm traffic, on arterial and local roads.

### CASE STUDY: WOOD-WELLER STREET BICYCLE ROUTE, CITY OF UNLEY

This case study is an example of a neighbourhood connector route in the City of Unley that provides a consistent and safe cycling facility in a mixed traffic environment.

The Wood-Weller Street Bicycle Route is a key north-south local street route in the City of Unley that links the City of Mitcham to the south at Cross Road and Charles Walk / Glen Osmond Trail and Mike Turtur Bikeway to the north. It has been progressively implemented since 2017, when the route was identified as part of Unley's Walking and Cycling Plan 2016–2021.

The design of the bicycle route aims to encourage more people to bike ride in the City of Unley by providing a safe and efficient alternative north-south route to the busy main roads without bike lanes, such as King William Road and Goodwood Road. In particular, the Wood-Weller Street Bicycle Route aims to encourage greater use by the amateur and less confident bike riders, or families with young children who wish to bike ride more often.

The preferred traffic calming treatment applied is a single lane slow point with bicycle bypass and landscaping at regular intervals (typically about 100 metres apart) to support a safe mixed traffic environment where traffic volumes are low (< 1,500 vehicles per day) and speed limits are low (< 40 km/h).

The installation of slow points has proven to be effective in both reducing vehicle speeds and traffic volumes. The Wood Street slow point upgrade in 2017 was evaluated and it showed a reduction in average daily traffic volumes of 31% between 2012 and 2017 (1,272 in 2017 compared to 1,672 in 2012) and a 22% reduction in 85th percentile speeds (37.6 km/hr in 2017 compared to 45.7 km/hr in 2012).

Data collected in June 2020 at Weller Street and Mitchell Street intersection (prior to the new slow points being installed along Weller Street between Mitchell Street and Albert Street) shows about



95 bike rider movements between 8am and 6pm on Wood and Weller streets, which is expected to further increase as the bicycle route is completed and connected.

The project has received mixed local residential views due to the impact on parking and traffic movements, however, to date the Council has recognised the importance of this strategic bicycle route and the associated traffic calming measures in getting more people of all ages bike riding.



## CASE STUDY: THE 8 80 CITIES

The 8 80 cities is an organisation founded in 2007 with a vision to 'Create safe and happy cities that prioritise people's well-being. We believe that if everything we do in our public spaces is great for an 8 year old and an 80 year old, then it will be great for all people.'

The organisation advocates that whether you are 8 or 80 years old, cities should work for everyone. According to their website, the 8 80 programs have been involved in 37 countries.

The organisation has a resource hub that contains ideas and toolkits for change including:

- Open streets – temporary closed streets for use by pedestrians and cyclists
- Engagement ideas and tools
- Change stories and background research.

One example is the 8 80 Streets projects which is a collaborative movement implementing actions and streets design elements that can reduce pedestrian fatalities. These are generally undertaken as temporary 'showcase' or pop-up measures showing what can be achieved with low-cost measures. Advocacy for permanent improvements would follow evaluation of project outcomes.

An 8 80 Streets project was undertaken in Danforth, Toronto in mid 2019. The selected road was a busy

main road (Danforth Avenue) which contains a range of residential, commercial and shopping/eating uses. The project comprised temporary seating, planters, green parklets, street mural, lighting, bike lanes and increased pedestrian space.

Evaluation found that during the project there was a 151% increase in people staying, 263% increase in physical activities and 247% increase in people sitting. The perception of pedestrian and cyclist safety also increased considerably during the project life.

Based on assessment, the following permanent changes were recommended:

- Create protected bike lanes
- Add seating, lighting, and greenery along main streets
- Co-create street designs, public art, and programmatic elements
- Install crosswalks that prioritise the wellbeing and safety of people.

The Bicycle Institute of SA in a recent response to DIT regarding cycle and other transport planning studies advocated for the establishment of an 8 80 approach. Separated cycle routes with low stress connections plus reduced speeds in residential streets and safe major road crossings were suggested by the Institute as measures to help achieve an 8 80 city.

Source <https://portadbug.org/2020/11/10/portbug-state-government-bike-planning-community-input/>

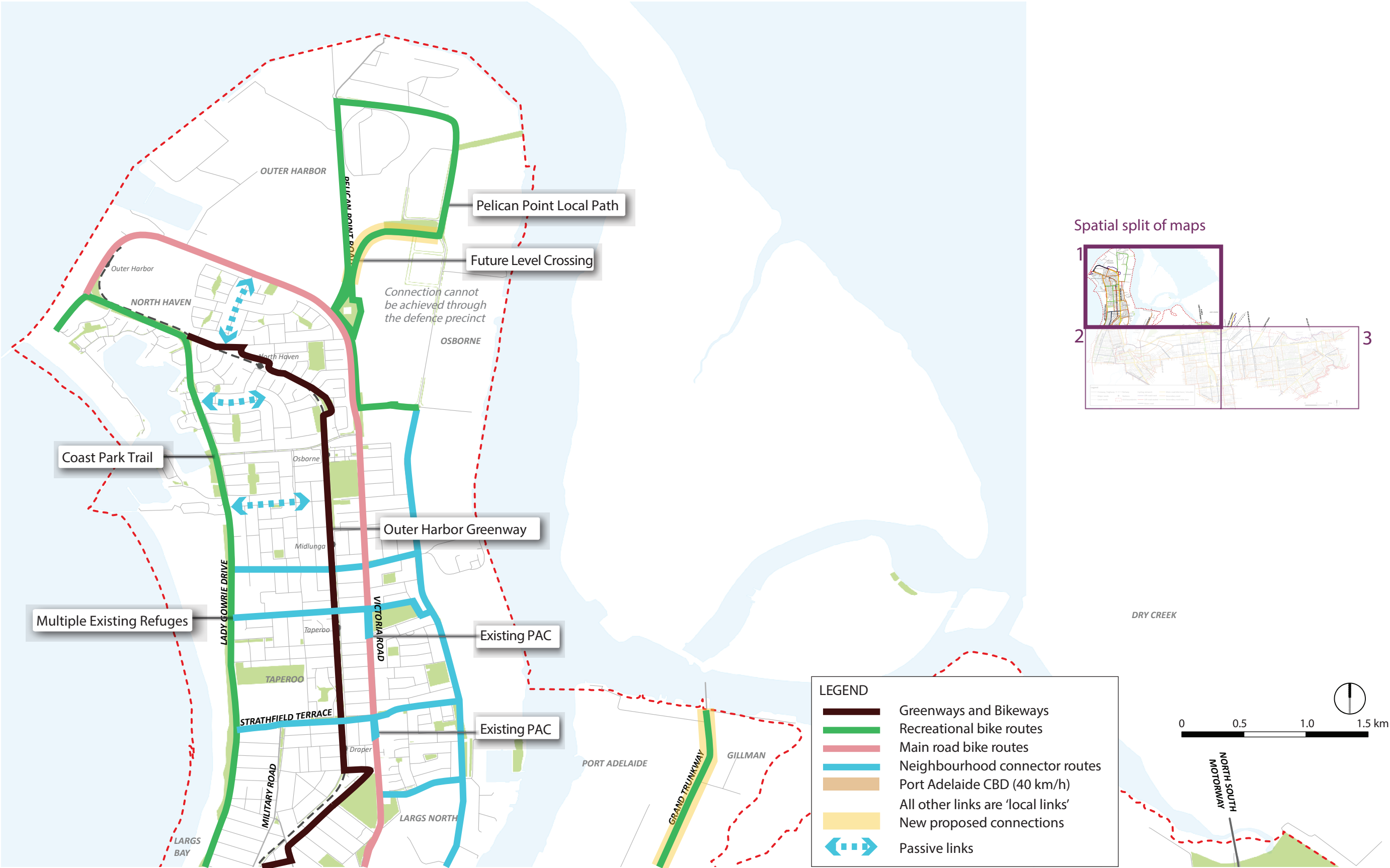
### Danforth Avenue transformation

Image source <https://portadbug.org/2020/11/10/portbug-state-government-bike-planning-community-input/>



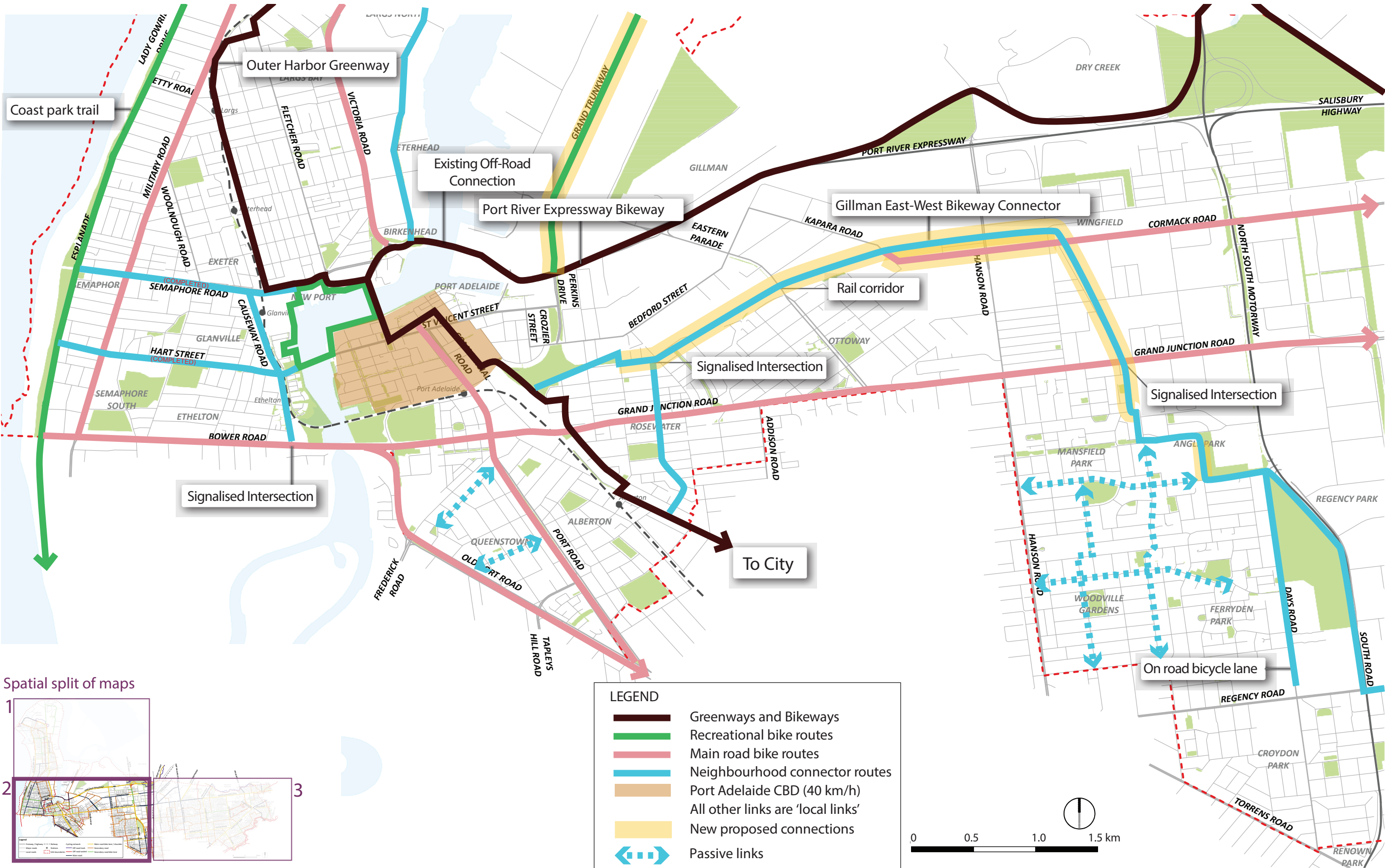


Map 1A. PAE Cycling network map 2021-2025 ( 1 of 3)

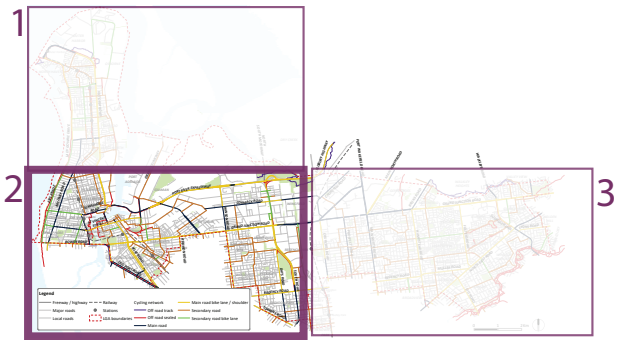




Map 1B. PAE Cycling network map 2021-2025 (2 of 3)

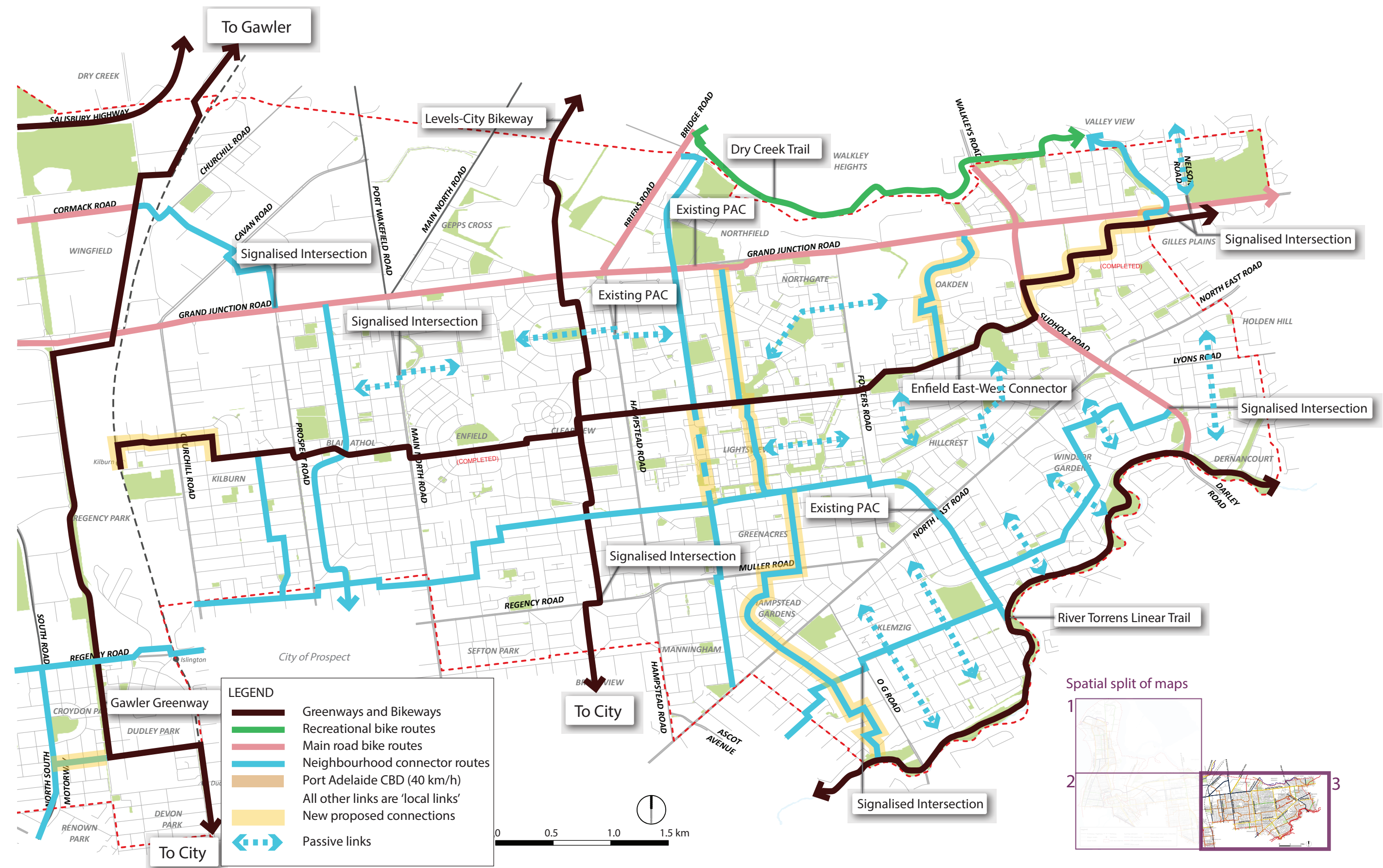


Spatial split of maps





Map 1C. PAE Cycling network map 2021-2025 (3 of 3)





## IMPROVING CYCLING FACILITIES AND COMFORT

Improving the cycling network is a key element in increasing mode share, however, it is important to also provide suitable bicycle parking opportunities at end of trip destinations to aid rider comfort and enjoyment and encourage travel change behaviour.

Bicycle facilities have often been limited with many users finding ad-hoc street infrastructure such as poles to secure a bike on street or other areas such as near train stations. Emerging practice in recent years has seen a greater awareness of the need to provide mid journey and destination facilities including:

- Bicycle parking
- Bicycle repair stations
- Seating
- Toilets
- Drinking fountains
- Change/shower/ locker facilities.

### END OF TRIP FACILITIES

**C6. Develop a bicycle end-of-trip and parking investment program for Council owned or operated destinations with predicted high demand.**

Priority areas include:

- Community centres and libraries including Parks Library, Enfield, Hillcrest, Lights, Gilles Plain, and Kilburn Community Centres, plus LeFevre Community Stadium
- Other popular Council operated facilities.

### LIGHTING CONDITIONS

Cyclists riding at dusk and at night experience different intensities of street lighting, and changes in lighting conditions. Better lighting will make riding safer and allow cyclists to see changed road conditions, other users and signage.

**C7. Undertake a review of and make improvements to lighting conditions for bike riders in particular along the busiest routes.**

### BICYCLE PARKING

Where older on street bicycle parking facilities have been provided there is potential for these installations to cause clutter on footpaths or narrow the walkway available for pedestrians, acting as a trip or safety hazard. Better integration of bicycle parking and facilities into the public realm will be a Council focus during the five year Plan period.

Design considerations for bike parking and facilities include:

- Be well located and visible to riders
- Have safe access and egress avoiding steep ramps, kerbs, conflict points with vehicle and pedestrians
- Provide good connections to existing and proposed routes
- Offer sufficient provision of support facilities (i.e. lockers)
- Provide sufficient space for bicycle movement
- Use robust materials and fixable infrastructure to ensure facilities remain inviting
- Ensure riders feel their bicycles are 'safe' and secure
- Avoid clutter and disruption to other road or footpath users.

The type of facilities that may be appropriate differ according to context and expected user needs. For example, a site adjacent a train station would need secure long term parking, parking boxes or secure cages plus change facilities and toilets.

Trials for the replacement of an on-road car parking space(s) with bicycle parking has occurred in South Australia and other states. There may be opportunities to test similar design treatments in main streets or popular areas (near the coast) in PAE Council. Conversion of car parks can be controversial and a collaborative approach with traders is recommended to help achieve a positive outcome for all.

**C8. Review mid and end-of-trip facility investment and maintenance needs for priority routes: greenways, bikeways, neighbourhood connector routes and recreational routes.**

This should include consideration of:

- Bike parking demand and user survey to identify preferred options
- A regular provision of bike repair stations along Greenways, bikeways and trails
- Regular seating along Greenways, bikeways and trails, plus neighbourhood connector routes if no existing seating is provided
- Drinking fountains and toilets at main entry point to Greenways, bikeways and trails.

**C9. Advocate and work with private landowners and investors to implement improvements for provision of safe, accessible and well designed bike parking facilities for visitors and workers.**

Priority discussions should focus on existing major destinations or places identified in liaison with local community and bike user groups. A pilot program could be undertaken to demonstrate best practice and travel behaviour change.

**C10. Work with the Department for Infrastructure and Transport to develop and deliver a program of improved secure bicycle parking, storage and changing facilities at bus interchanges and train stations.**

### CASE STUDY: BIKES FOR BETTER BUSINESS

As part of the Cycle Instead program, the Community Programs Section of the Department of Planning, Transport and Infrastructure (DPTI, now DIT) trialled temporary conversions of a single car parking space into twelve bike stands in several City and Glenelg locations, aligned with busy commercial destinations. These trials took place in 2014 and 2015.

These practical trials provided site-specific evaluation of local demand, uptake and business acceptance of the conversion, while not initially altering physical street infrastructure.

The trials were supported by occupancy surveys and face-to-face business customer surveys, providing evidence base for the trials. Once a trial was completed, temporary bike parking infrastructure was shifted to other trial locations.

Bike parking trial at Victoria Square, City



Bike parking trial at Colley Street, Glenelg





## IMPROVING THE WALKING NETWORK

Walking is considered the most equitable form of physical activity and human transportation, as it is inexpensive, easy, can be done almost anywhere and can be easily incorporated into most people's lives.

The recently endorsed South Australian Walking Strategy 2022-2032 focuses on three priority areas, to realise the vision of more people walking, more often, of all aged and abilities:

- Plan walkable neighbourhoods, towns and cities;
- Build connected, safe and pleasant walking environments for all; and
- Create a South Australian walking culture.

This and future Plans will be developed to align with the Strategy's vision and key focus areas:

- **Walking for Transport** – More South Australians making short trips by walking
- **Walking for Recreation and Sport** – More South Australians accessing green open space for walking
- **Walking for Health and Wellbeing** – More South Australians improving their health and wellbeing through walking.

With over 1200km of footpaths in the city, Council conducts a Footpath Audit every four years to obtain a condition assessment of the entire footpath 'walking' network. The information is incorporated into Council's Footpaths Asset Management Plan and Long Term Financial Plan to ensure that existing footpath infrastructure is upgraded and maintained and new footpaths are constructed in accordance with Australian Standards, Council technical specifications and community expectations.

Footpaths and road crossings are an essential conduit to walk from one destination to another. Council's street and footpath system is well established and forms an integrated network for walking activities.

Council regularly assesses footpaths conditions and likely areas for future growth which will increase demand for improved levels of service. The ongoing delivery of footpath improvements is vital in enhancing the safety and amenity of walking across the Council area and creating a pedestrian orientated environment.

There is no single solution to increase walking. The communities with the highest levels of walking have safe, accessible and inviting streets with popular destinations within walking catchments. They have adopted many different strategies and approaches including policy, programs, education and creating walkable neighbourhoods.

Council's Footpaths Asset Management Plan 2020 was developed to advance the level of service (LoS) delivered to the community. The Plan also introduced a benchmarking target, to ensure the performance of the footpath network is maintained over the life of the plan to 2024. The plan defines the services to be provided, the cost in maintaining these services, and what funds are required to continue providing the necessary Footpath management needs for our current and future community.

Council's footpath hierarchy comprises:

### Arterial roads

- footpath on both sides of the road
- easy access to public transport
- safe crossing points
- DDA compliance of kerb ramps and footpath widths, where possible

### Collector roads:

- footpath on both sides of the road
- easy access to public transport
- safe crossing points
- DDA compliance of kerb ramps and footpath widths, where possible

### Local roads:

- minimum footpath on one side of the road
- safe crossing points
- DDA compliance of kerb ramps and footpath widths, where possible

To preserve and improve the liveability of the city, Council should design, plan and manage 'walking' assets in a strategic and innovative way that is focused on meeting the current and future needs of the diverse community. Also need to understand some of the key trends that will shape the city into the future including the impacts of projected demographic, environmental and technological changes.

This Plan recommends that above asset renewal, Council should investigate opportunities to further improve safety, integration, amenity and desirability of walking (and cycling) based on the following:

- Plan and design for reduced traffic speeds on local roads (Establish potential for a pilot study within a residential suburban area to trial a lower speed environment, evaluate and communicate the outcome).

- Consider road space re-allocation to increase footpath widths to meet or exceed minimum width standards, especially in the areas of commercial activity
- Provide safe dwell spaces and frequently spaced seating on footpaths and walkways
- Improve wayfinding and directional signage.
- Review existing and desired street lighting conditions with a focus on areas within a 5-10 minute walking radius of schools, local and neighbourhood activity centres and major sports facilities
- Continue to implement street tree planting and greening programs to improve walking conditions
- Review existing and future intersection designs to remove slip lanes where possible
- Provide high quality footpaths and DDA compliant kerb ramps and crossings within proximity of schools, activity centres, aged care facilities to encourage walking for people of all ages and abilities
- Review timing signals at intersections and crossings to maximise pedestrian crossing times
- Continue to educate, market, promote and celebrate walking via active participation in programs e.g., 10,000 steps
- Realise the economic and tourism value of walking.

Some of these actions are discussed in further detail later in this section.



### W1. Plan and deliver pedestrian priority improvements in nine focus areas.

The areas have been selected for the following reasons:

- Higher level of pedestrian activity
- Community and recreational uses
- Presence of everyday destinations, such as shopping centres
- Emerging higher density precincts
- History of crash clusters involving pedestrians.

The nine areas (shown on the Map 2 on the next page), are:

- Port Adelaide CBD
- Hanson Road between Wilson Street and Ridley Grove
- Hanson Road from Sixth Avenue to Arndale Shopping Centre
- Parks Recreation Sports Centre and environs
- Churchill Road between Goodman Avenue to Livingstone Avenue
- Prospect Road
- Main North Road (Enfield Library and environs)
- Main North Road (Sefton Plaza and environs)
- Sudholz Road and Lyons Road environs.

Though Port Adelaide CBD (high pedestrian areas) has been shown as a whole, it is acknowledged that some of the streets have been improved and the focus will be on remaining issues to be investigated in further detail by Council, in discussion with community and stakeholders.

Semaphore Road has not been included as it has undergone recent upgrade works and contains well designed bike lanes and pedestrian facilities.

Council has already committed to the Prospect Road upgrade works, which will be delivered during this plan period.

Improvements are needed in these areas to create safe, accessible and comfortable walking environments (sometimes along busy arterial roads) in high demand locations in the Council.

Improvements in these areas will focus on the following:

- Providing suitable footpath widths to accommodate pedestrian demand using Austroads as a reference design standard
- Ensuring pedestrian accessibility (universal access)
- Safe pedestrian crossings which are maximum 200 metres apart
- Continuity of pedestrian paths across side streets
- Seating areas/benches
- Bicycle parking, as described in 'bicycle destination facilities' section
- Improved shading and landscaping
- Opportunities for public art
- Placement and accessibility of bus stops
- Connectivity of footpaths, and their accessibility (universal access) within 400 metre walking catchment of the focus areas
- Minimisation of street clutter
- Wayfinding and signage.

Council will develop a program of upgrade works, aligned with asset renewal budget, to deliver improvements as either retrofit minor upgrades or plan more substantial renewal projects, like the planned Prospect Road upgrade.

### W2. Develop walking upgrade program to improve connectivity to, accessibility and comfort of public transport waiting areas.

Providing well connected shaded and accessible footpaths to public transport waiting areas including safe crossing points, connected and accessible adjoining footpaths is essential in attracting more people to use public transport.

Improving these facilities can encourage greater uptake of active travel if they can combine with journey by public transport in a seamless and comfortable manner.

### W3. Develop an upgrade program based on existing audit conditions for pedestrian and cycling route improvements within 500 metre catchments of primary and secondary schools and larger vocational institutes.

Improved local walking and cycling conditions can encourage greater levels of active travel and also prompt people to use car alternatives if they are quicker, cheaper and safety is not a concern. It can also encourage people to start riding and gain confidence and ability.

Mode share of cycling and walking to schools and tertiary institutes is typically significantly higher than for other destinations (for example, for places of employment or commercial destinations). Therefore, encouraging walking and cycling within these local catchments can often lead to a positive change in building a culture of walking and cycling.

### W4. Develop city-wide wayfinding signage strategy to promote walking as a transport choice.

Improved wayfinding encourages people to connect with local areas of interest, activity centres, open spaces, places of interest e.g., libraries, art galleries and community centres.

Wayfinding signage assists people to enjoy a walking experience and providing easy to follow directions, introduces people to destinations they may not be aware of. Consistent and clear signage will help people to navigate a space and providing additional information encourages people to walk further, whilst enjoying the experience.

### W5. Promote and encourage people to participate in various walking initiatives in collaboration with the Government of South Australia and key partners.

A number of strategies and action plans have been developed for South Australia. Council to collaborate and/or partner with agencies to promote initiatives and activities available for the entire community. Key partners include:

- Department for Education
- Department for Infrastructure and Transport
- Heart Foundation
- Local Government Association
- Office for Recreation, Sport and Racing
- RAA
- South Australian Tourism Commission
- Walking SA
- Wellbeing SA



Map 2. PAE walking focus improvement areas map 2021-2025





## PROMOTING AND ENCOURAGING WALKING AND CYCLING

Education, promotion and encouragement programs give communities the tools they need to take up walking and cycling in greater numbers and help address health, community wellbeing, and travel choices for all ages and abilities.

**CW2. Council will continue to encourage Way2Go and Bike Ed participation, with schools proactively encouraging their students, parents and staff to walk and cycle.**

Way2go is a statewide South Australian program promoting safer, greener and more active travel for primary school students and their communities. It uses a whole school approach built on a partnership between local councils, school communities and the Department of Infrastructure and Transport (DIT).

Way2go program:

- Encourages children and the community to safely walk, ride bikes or scooters, and use public transport for personal travel
- Supports students to be safe walkers, bike riders and passengers
- Promotes the development of safe, people friendly local streets near schools to support independent personal travel
- Is creating change in school community travel modes through a problem solving approach based on current Travel Behaviour Change methodology
- Supports school road safety education practices that are embedded within the regular curriculum and reflect the nationally supported Principles for School Road Safety Education and the National Practices for Early Childhood Road Safety Education
- Benefits the whole community.

Way2go Bike Ed provides practical Bike Education lessons for primary school students in years 4 to 7 with

a priority target group in years 5 and 6 (10-12 years). Through the program, students gain knowledge and understanding of bike road rules, road laws, develop confidence and understanding to safely ride.

([www.dpti.sa.gov.au/Way2Go/home/about\\_us](http://www.dpti.sa.gov.au/Way2Go/home/about_us))

The City of Port Adelaide Enfield has partnered with DIT and school communities through Way2Go to identify, plan and implement people focused, safe and innovative improvements in local streets near schools to support active travel. To date, schools that participated or are planned to participate in the program include:

- Portside Christian College
- Our Lady of Visitation School
- Hillcrest Primary School
- St Pauls College
- St Pius X Catholic School
- Saint Paul Lutheran School
- Klemzig Primary School
- Largs Bay School.

**CW3. Promote annual ride to school and ride to work days.**

Ride2School Day is a national initiative to promote active travel, held annually in March. Bicycle Network reports that more than 350,000 students across the nation ride, walk, scoot and skate to school.

Similarly, Ride2Work Day is a national initiative held annually in October.

These events are promoted through the Bicycle Network, with supporting promotional materials and resources.

([www.bicyclenetwork.com.au/rides-and-events/ride2school/ride2school-day/](http://www.bicyclenetwork.com.au/rides-and-events/ride2school/ride2school-day/))

Council will encourage participation in these initiatives by further local promotion and incentives.

**C11. Work with and support partners to investigate and prepare business and funding case for local and accessible educational and recreational cycling facilities such as learn to ride facilities, pump tracks and BMX facilities.**

**CW4. Enforce illegal parking in bicycle lanes or other offences that make roads unsafe for bike users and walkers. Council should also liaise with SAPOL relating to the enforcement and regulation of traffic with a focus on issuing fines to encourage behavioural change.**

It is illegal to drive, park or stop a vehicle in a bicycle lane but this can be ignored by some motorists. Council can improve cyclist and pedestrian safety by enforcing compliance.

**C12. Continue to strengthen collaborative dialogue with bicycle user groups (BUGs), with a purpose of gathering user experience, identifying network issues and needs, and assisting bicycle user groups in encouraging greater numbers of people to cycle.**

Council recognises and values the work of the Port Adelaide Bicycle User Group to encourage cycling across the City of Port Adelaide Enfield Area and advocacy to improve cycling conditions and infrastructure.

([www.portadbug.org](http://www.portadbug.org))

**C13. Develop relationships with local businesses and stores to encourage a greater number of customers cycling, by creating incentive and promotional programs.**



**CW5. Hold public cycling and walking forums (in person or via virtual platforms) with invited guests and the community to discuss walking and cycling opportunities and priorities in the City of Port Adelaide Enfield and topical themes, with an opportunity for input and discussion.**

**C14. Consider developing bicycle user support programs (e.g. one day per quarter), such as free bicycle servicing and safe bicycle riding training.**

**C15. Work with the bicycle industry to increase local offering to the community.**

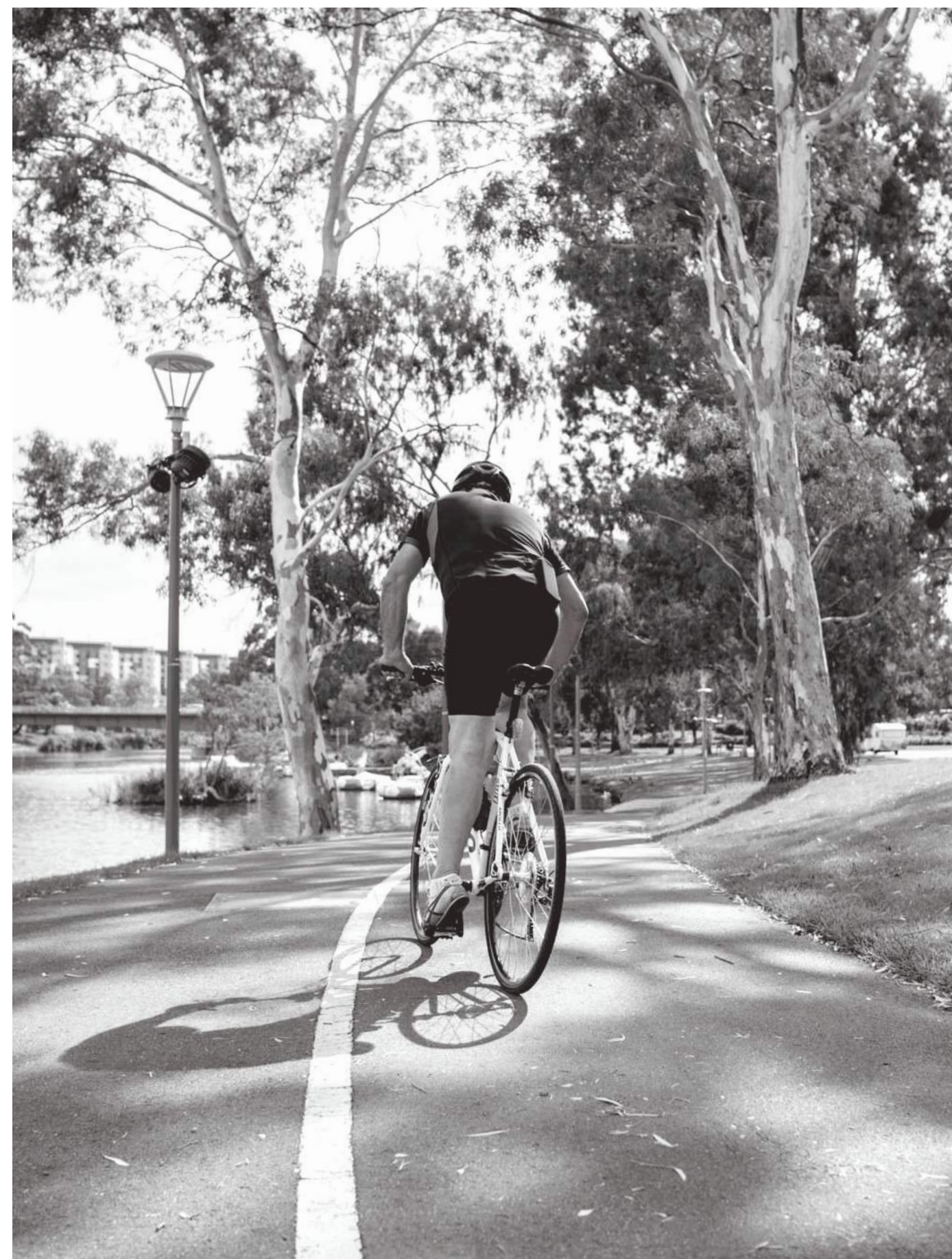
**CW6. Continue to educate the shared path users on good behaviour, and expand provision of existing signage and line marking. There should be an emphasis on 'sharing', 'safety' and 'fun for all'.**

**CW7. Continue implementing wayfinding improvements to aid navigation and information provision in the Council area.**

Using a Smart Cities grant from the Federal Government, the City of PAE developed the new Visit Port Adelaide app, which provides interactive maps, information and guides. In addition to the app, interactive touch screen kiosk has been installed in the heart of the Port.

Building on the success of this project, the Council will expand the app and/or new wayfinding into other areas.

The Council will also continue implementing wayfinding improvements along key active transport corridors, based on an established approach.





## INVESTING IN DATA COLLECTION, MONITORING AND REPORTING

Across Adelaide Metropolitan Councils, including the PAE Council, there is not a standardised method for conducting counts for people walking and bike riding.

The current methods are limited and include:

- The ad-hoc installation of permanent metro counters on key bikeway/greenway / trail routes that only count the number of people bike riding.
- The ad-hoc collection of pedestrian and bike count data that are typically undertaken to support the design of a project that involves bicycle and walking infrastructure.
- Super Tuesday/Sunday volunteer counts coordinated by the Bicycle Network at limited locations
- Publicly available Strava data heat maps that show the last two (2) years aggregated user data <https://www.strava.com/heatmap>. The more detailed maps can be made available by Strava, however at a high annual cost
- Adelaide Bureau of Statistics Census journey to work data (5 year intervals).

In the Council there is limited reliable data available to show where people walk and bike ride, how people's travel patterns have changed with the delivery of new infrastructure and growth patterns.

Bike and pedestrian count data are an essential tool to justify projects and related budget needs.

In order to make evidence based decisions about where to strategically improve bicycle and walking infrastructure, data about how people get around by foot and bike, as well as data on barriers to walking and bike riding is needed.

### CASE STUDY: CITY OF MELBOURNE PEDESTRIAN COUNTING SYSTEM

The City of Melbourne has invested in an automated pedestrian counting system designed to collect and publicise pedestrian traffic data. It is called the Pedestrian Counting System (PCS).

The information collected by PCS can be used to examine how people use different city locations at different times of day to better inform decision-making and plan for the future.

For many cities it is not possible to accurately count existing pedestrian flow on a regular basis as pedestrian counts have historically been done on a manual basis as part of specific project work or single day events such as the 'Super Tuesday' counts. A lack of accurate movement information has not assisted policy makers and designers in making informed decisions and monitoring strategic aspirations such as increased pedestrian mode share. The City of Melbourne outlines that the PCS resolves this information gap and also allows council to strategically plan for a better walking network.

The PCS provides real time and accurate data that can be utilised to:

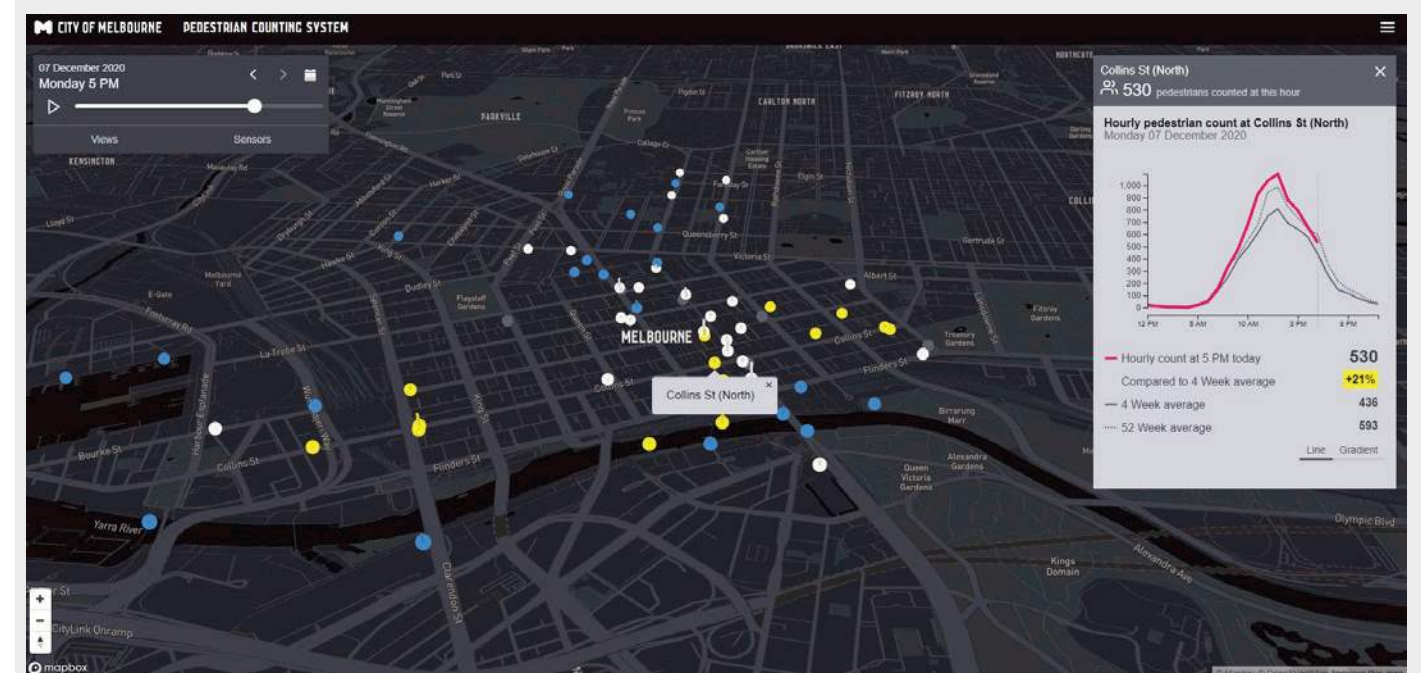
- Monitor pedestrian activity in the city over time and determine variations throughout the day, week, month and year

- Understand changes in pedestrian activity across the city and identify areas for improvement
- Develop pedestrian flow models and use in planning, policy and strategic development (including economic assessment)
- Plan and respond to emergency situations
- Understand the impact of major events and other extreme conditions on pedestrian activity in the city
- Help justify spending public resources on improving walkability.

The system has been expanded and refined over the last decade and is fully automated with a series of 72 sensors sending collected data from a linked computer (via Wi-fi) to a central server and processor every 10-15 minutes.

Sensors are typically installed on a light pole or under an awning and work capturing multi-directional movement 24 hours, every day of the year. The data is available for the public to use and can be accessed at <http://www.pedestrian.melbourne.vic.gov.au>. The image below shows the location of the sensors and a single day data output from one selected sensor.

This case study provides an example of a monitoring approach that also builds knowledge and understanding about walking in cities.





**CW8. Identify funding opportunities in collaboration with State Government to install more permanent bike and pedestrian counters on key bikeway, greenway, trails and bicycle routes.**

Opportunities to install additional bike counters, which are supplemented with pedestrian counters to develop better understanding of walking and bike riding patterns in the PAE Council area.

Where feasible, bike counters with visible displays should be considered to encourage people in cars to start bike riding or for existing riders to know when they have achieved target numbers. State Government funding opportunities can be sought.

**CASE STUDY: FROME STREET BIKEWAY COUNTER**

In 2018 the City of Adelaide activated a bikeway counter for Frome St Bikeway near intersection with Pirie Street. It provides visibility on the number of cyclists using the facility daily, monthly and yearly, as well as wayfinding information.



**CI6. Continue to undertake a Super Sunday bike count and undertake a Super Tuesday bike count in partnership with Bicycle Network on an annual basis at key locations.**

The Super bike counts were first initiated in Australia by Bicycle Network Victoria in 2007. The count takes place from 7am to 9am on an agreed Tuesday in March for a 'Super Tuesday' commuter count, and between 9am and 1pm on an agreed Sunday in November for a recreational count. Volunteers are used to undertake the count, at times co-ordinated by local transport consultancies.

In the PAE Council area, the Super Sunday Recreation Count was conducted in 2013, 2018 and 2020 for four

hours from 9am to 1pm at four locations, three of which were located on the Coast Trail.

Council will consider:

- Conducting the Super Sunday Recreation Count on an annual basis and expanding the number of sites
- Conducting a commuter Super Tuesday count on an annual basis to gather morning bike commuter data at identified and agreed locations.

**CW8. Undertake research into feasible smart technology solutions to better understand walking and bike riding patterns in the Council area.**

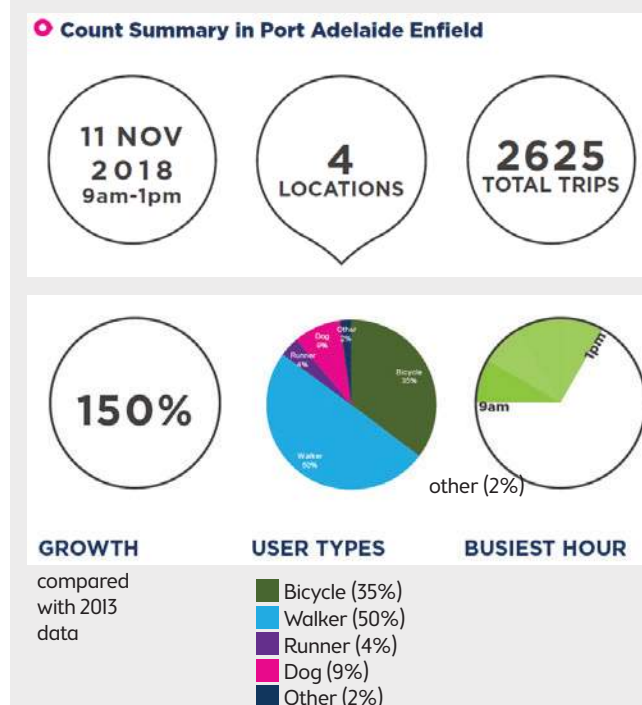
Smart technology solutions are rapidly evolving with the use of smart sensors and smart phones to collect data on people's movement patterns. Smart Cities and Suburbs Program offers grants for matched funding projects that use smart technology and open source data for the benefit of local communities.

**CW9. Incorporate walking and cycling questions into the Community Indicators Survey.**

Council will incorporate walking and cycling questions into the Community Indicators Survey to better understand 'why' and 'why not' people participate in walking and bike riding activities in the Council area.

**CASE STUDY: SUPER SUNDAY RECREATION COUNT**

The Super Sunday Recreation Count of 2018 was conducted on Sunday 11th November 2018 between 9am and 1pm. The three count locations at PAE were on the Coast Park Trail and the fourth, on River Torrens Linear Park (on path to Willowbrook Rd). Key Super Sunday Recreation Count data is summarised below.





# SUMMARY OF KEY ACTIONS

## CYCLING

- C1. Continue working with DIT on improving bikeways and greenways facilities.
- C2. Continue working with DIT on improving bicycle routes and shared use paths that run along main roads.
- C3. Continue improving and extending recreational bicycle route network.
- C4. Continue improving and extending Neighbourhood Connector route network.
- C5. Continue improving riding conditions on local roads.
- C6. Develop a bicycle end-of-trip and parking investment program for Council owned or operated destinations with predicted high demand.
- C7. Undertake a review of and make improvements to lighting conditions for bike riders in particular along the busiest routes.
- C8. Review mid and end-of-trip facility investment and maintenance needs for priority routes: greenways, bikeways, neighbourhood connector routes and recreational routes.
- C9. Advocate and work with private landowners and investors to implement improvements for provision of safe, accessible and well designed bike parking facilities for visitors and workers.
- C10. Work with the Department for Infrastructure and Transport to develop and deliver a program of improved secure bicycle parking, storage and changing facilities at bus interchanges and train stations.

- C11. Work with and support partners to investigate and prepare business and funding case for local and accessible educational and recreational cycling facilities such as learn to ride facilities, pump tracks and BMX facilities.
- C12. Continue to strengthen collaborative dialogue with bicycle user groups (BUGs), with a purpose of gathering user experience, identifying network issues and needs, and assisting bicycle user groups in encouraging greater numbers of people to cycle.
- C13. Develop relationships with local businesses and stores to encourage a greater number of customers cycling, by creating incentive and promotional programs.
- C14. Consider developing bicycle user support programs (e.g. one day per quarter), such as free bicycle servicing and safe bicycle riding training.
- C15. Work with the bicycle industry to increase local offering to the community.
- C16. Continue to undertake a Super Tuesday bike count in partnership with Bicycle Network on an annual basis at key locations.

## CYCLING AND WALKING

- CW1. Improve the walking and cycling environment in the Port Adelaide City Centre.
- CW2. Council will continue to encourage Way2Go and Bike Ed participation, with schools proactively encouraging their students, parents and staff to walk and cycle.
- CW3. Promote annual ride to school and ride to work days.
- CW4. Enforce illegal parking in bicycle lanes or other offences that make roads unsafe for bike users and walkers. Council should also liaise with SAPOL relating to the enforcement and regulation of traffic with a focus on issuing fines to encourage behavioural change.
- CW5. Hold public cycling and walking forums (in person or via virtual platforms) with invited guests and the community to discuss walking and cycling opportunities and priorities in the City of Port Adelaide Enfield and topical themes, with an opportunity for input and discussion.
- CW6. Continue to educate the shared path users on good behaviour, and expand provision of existing signage and line marking. There should be an emphasis on 'sharing', 'safety' and 'fun for all'.
- CW7. Continue implementing wayfinding improvements to aid navigation and information provision in the Council area.
- CW8. Undertake research into feasible smart technology solutions to better understand walking and bike riding patterns in the Council area.
- CW9. Incorporate walking and cycling questions into the Community Indicators Survey.

## WALKING

- W1. Plan and deliver pedestrian priority improvements in nine focus areas.
- W2. Develop walking upgrade program to improve connectivity to, accessibility and comfort of public transport waiting areas.
- W3. Develop an upgrade program based on existing audit conditions for pedestrian and cycling route improvements within 500 metre catchments of primary and secondary schools and larger vocational institutes.
- W4. Develop city-wide wayfinding signage strategy to promote walking as a transport choice.
- W5. Promote and encourage people to participate in various walking initiatives in collaboration with the Government of South Australia and key partners.





# PROPOSED INFRASTRUCTURE PRIORITY INVESTMENT PLAN



## CYCLING INFRASTRUCTURE PRIORITY PROJECTS

The list below details proposed cycling infrastructure projects.

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
0	CITY-WIDE		City Wide		2015 Action Plan (in progress) Report reference 9.7		Support bike hire initiatives and consider Cycling infrastructure improvement		2021 - ongoing		
1			Open Channels		2015-2020 Action Plan (in progress) Report reference 9.7		Develop Council policy to earmark Kilburn and North Arm open channels as future Greenways.		2023		
2			Open Channels		2015-2020 Action Plan (in progress) Report reference 9.7		Protect channel easements from development that could preclude them from being converted to Greenways		2022-23		
3	CITY-WIDE		Railway Stations		2015-2020 Action Plan (in progress) Report reference 9.5.1		Liaise with DIT (Public Transport Division) to assess bicycle facilities at stations and provide additional parking if required.		2022-23		
4	CITY-WIDE		Railway Stations		2015-2020 Action Plan (in progress) Report reference 9.5.1		Improve cyclist permeability through railway mazes by ensuring they are constructed to Australian Standards.		2022-23		
5	CITY-WIDE		Railway Stations		2015-2020 Action Plan (in progress) Report reference 9.5.1		Develop a signage strategy to identify routes to stations.		2022-23		
6	ALBERTON – GLANVILLE	Old Port Road		Main Road	Develop strategy to upgrade at asset renewal. 2015-2020 Action Plan (not commenced) Report reference 9.4.5		Liaise with City of Charles Sturt to upgrade shared path on Old Port Road and Bower Road		2022-23		
7	ANGLE PARK	Cardigan Street	Between Blenheim Street and Trafford St	Neighbourhood Connector	7.3m wide road	No Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$1-3k	IMG_001
8	ANGLE PARK	Cardigan Street	Between Blenheim Street and Trafford St	Neighbourhood Connector	1.2m wide undefined path	Not clear if footpath or shared use path due to width	Widen the path to 2.5-3.0m and define as shared use path Connect path with path adjacent to tennis courts Install relevant signs and pavement marking		2022-23	\$75-100k	
9	ANGLE PARK	Trafford Street	Between Cardigan Street and Dudley Street	Neighbourhood Connector	8.5m wide road with no Sharrows	No Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$1-3k	IMG_002
10	ANGLE PARK	Unknown 2	Between Cardigan Street and Cowan Street	Neighbourhood Connector	3.0m wide road with no line marking	Absence of wayfinding to navigate the cyclists	Install line marking (shared use path) and wayfinding		2022-23	\$3-5k	IMG_003
11	BLAIR ATHOL	Florence Avenue	Intersection with Barton Street	Neighbourhood Connector	1.5m wide shared use path for length of 24.0m connecting Barton Street at cul-de-sac wayfinding signs along Barton Street	No wayfinding signs or Sharrows to indicate the presence of cyclist on Florence Avenue	Widen the existing shared use path to 3.0m and install Sharrows along Florence Avenue and Barton Street	Provides better connectivity between local streets	2022-23	\$10-20k	IMG_004



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
12	BLAIR ATHOL	Grand Junction Road	Between Florence Avenue and Prospect Road	Main Road	Pavement in good condition on south side with PAC approximately 70.0m west of intersection with Florence Avenue No bike lane	No wayfinding signs	Install wayfinding signs Consider encouraging cyclists to cycle on footpath	Provides linkage between local streets and Levels-City bikeway	2022-23	up to \$1k	
13	COAST PARK			Greenways and Bikeways	11,190m off road shared path 2015-2020 Action Plan (not commenced) Report reference 9.1.5	Cycling awareness and etiquette	Develop signage strategy for path users e.g. ring your bell on approach to pedestrian.		2021		
14	CROYDON PARK	Pym Street	Between South Road and Greenway	Greenways and Bikeways	No bicycle lane or wayfinding	No east-west connection between the South Road Greenway and the Gawler Greenway	Install Sharrows and/or improve signage to raise awareness of cyclists sharing the road	Provides better connections between existing network	2022-23	\$1-3k	
15	ENFIELD EAST-WEST		Kilburn Station to Enfield Cemetery	Neighbourhood Connector	8,750m 2015-2020 Action Plan (not commenced) Report reference 9.2.1	No Sharrows to indicate presence of cyclists on road	Install Sharrows and/or wayfinding signage		2022-23	\$7k	
16	ENFIELD EAST-WEST	Folland Avenue	Between Fosters Road and Hampstead Road	Neighbourhood Connector	1,650m on-road bike lanes 2015-2020 Action Plan (not commenced) Report reference 9.2.1		Enhance bike lane line marking e.g., 300mm wide buffers		2022-23	\$25k	
17	ENFIELD EAST-WEST	Folland Avenue Service Roads	Between Fosters Road and Hampstead Road	Neighbourhood Connector	5 road closures 2015-2020 Action Plan (not commenced) Report reference 9.2.1		Provide cyclist cut throughs at road closures		2022-23	\$10k	
18	ENFIELD EAST-WEST	Northcote Street / Churchill Road intersection		Neighbourhood Connector	2015-2020 Action Plan (not commenced) Report reference 9.2.1		Liaise with DIT to develop cyclist crossing at intersection		2022-23		
19	ENFIELD EAST-WEST	Regency Road / Churchill Road intersection		Neighbourhood Connector	2015-2020 Action Plan (not commenced) Report reference 9.2.1		Liaise with DIT to develop cyclist facilities (extended and green lanes) at intersection		2022-23		
20	GAWLER GREENWAY			Greenways and Bikeways	2015-2020 Action Plan (not commenced) Report reference 9.2.1	Review connections to public transport hubs	Conduct review with Department for Infrastructure and Transport		2022-23	TBC	
21	GILLMAN / DRY CREEK	Port River Expressway	From Eastern Parade to North South Corridor	Greenways and Bikeways	Off-road shared use path (2.5m wide)	Absence of luminaires on shared use path	Consider installing "Glow in the dark" line marking for off-road shared use path where no luminaires installed showing cyclists edges of path		2024-25	\$30-50k	IMG_005
22	GILLMAN EAST-WEST CONECTOR	Railway line		Neighbourhood Connector	2015-2020 Action Plan (not commenced) Report reference 9.2.2		Provide north-south crossing for shared path		2021	TBC	
23	GILLMAN EAST-WEST CONECTOR	Railway line		Neighbourhood Connector	2015-2020 Action Plan (not commenced) Report reference 9.2.2		Connect to Outer Harbor Greenway shared path		2021	\$5k	
24	GILLMAN FUTURE DEVELOPMENT			Local Link	2015-2020 Action Plan (ongoing) Report reference 9.3.8		Structure planning to ensure that a fine-grained network of on and off-road cycle routes are incorporated into the development and designed in accordance with best practice Standards and guidelines		2021 - ongoing		



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
25	GILLMAN FUTURE DEVELOPMENT			Local Link	2015-2020 Action Plan (ongoing) Report reference 9.3.8		Ensure that cycle network connects to the Port Adelaide Enfield cycle network		2022-23		
26	GILLMAN FUTURE DEVELOPMENT			Local Link	2015-2020 Action Plan (ongoing) Report reference 9.3.8		Take into consideration and request that Renewal SA considered recommendations of the Port Adelaide BUG for the route selections proposed in the submission to the Employment Lands (Gillman/ Dry Creek and Wingfield) and General Section Amendments Development Plan Amendment		2021 - ongoing		
27	GLANVILLE ETHELTON			Neighbourhood Connector	300m 2015-2020 Action Plan (not commenced) Report reference 9.2.5		Provide directional and information signage		2022-23	\$2k	
28	KILBURN	Albert Street	Between Churchill Road and Prospect Road	Neighbourhood Connector	No wayfinding for cyclists, existing refuge south of Northcote Street at Prospect Road	No east-west connector through the neighbourhood	Improve signage and/or install Sharrows	Provides better connection between Kilburn and Blair Athol	2022-23	\$1-3k	
29	KILBURN	Brunswick Street	Between Churchill Road and Prospect Road	Neighbourhood Connector	No wayfinding for cyclists, existing refuge south of Northcote Street at Prospect Road	No east-west connector through the neighbourhood	Improve signage and/or install Sharrows	Provides better connection between Kilburn and Blair Athol	2022-23	\$1-3k	
30	KILBURN	Hawkesbury Ave	Between Railway Terrace and Brunswick Street	Neighbourhood Connector	No bicycle lane or wayfinding	No crossing facility at Churchill Road median	Improve signage and/or install Sharrows on Hawkesbury Avenue and provision of a median cut-out at Churchill Road median	Provides better connection to the Kilburn Station and crossing Churchill Road	2022-23	\$10-20k	
31	KILBURN	Northcote Street	Between Churchill Road and Prospect Road	Neighbourhood Connector	No wayfinding for cyclists, existing refuge south of Northcote Street at Prospect Road	No east-west connector through the neighbourhood	Improve signage and/or install Sharrows	Provides better connection between Kilburn and Blair Athol	2022-23	\$1-3k	
32	KILBURN	Railway Terrace	Between Carroll Avenue and Hawkesbury Ave	Neighbourhood Connector	No bicycle lane or wayfinding	Require neighbourhood connection between Kilburn Station and the eastern suburbs	Improve bicycle storage facility at Kilburn Station and ramps. Sharrows on Railway Terrace and bike direct signage to improve wayfinding	Provides better connection to the Kilburn Station	2022-23	\$30-50k	
33	MANSFIELD PARK	Dudley Street	Between Henry Street and Trafford Street	Neighbourhood Connector	7.0m wide road with no Sharrows	No Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$1-3k	IMG_006
34	MANSFIELD PARK	Plymouth Road	Between Grand Junction Road and Cormack Road	Neighbourhood Connector	11.76m wide road with missing bike lane	Absence of line marking to indicate the presence of cyclists on road	Install Sharrows		2022-23	\$3-5k	IMG_007
35	MANSFIELD PARK	Unknown 6	Drainage (between Dudley Street and Grand Junction Road)	Neighbourhood Connector	Existing open stormwater culvert drain	Undeveloped path	Provide off road shared use path along the drainage.		2022-23	\$75-100k	IMG_008
36	MANSFIELD PARK / OTTOWAY	Grand Junction Road	Grand Junction Road turning left into Hanson Road	Main Road	Bike lane	Lack of signage or line marking to indicate cyclists on road	Liaise with DIT to install green pavement marking for bike lane continuation at left turn from Grand Junction to Hanson Road		2022-23	\$3-5k	IMG_009
37	MERSEY ROAD BIKEWAY			Local Link	2015-2020 Action Plan (in progress) Report reference 9.3.7	Review bikeway to fill in missing links	Review to include feasibility study	Liaise with Port Adelaide BUG to determine most appropriate connections and works	2022-23		



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
38	MERSEY ROAD BIKEWAY			Local Link	2015-2020 Action Plan (in progress) Report reference 9.3.7	Signage	Install signage to identify as alternative lower traffic route to Victoria Road		2022-23	\$1k	
39	OUTER HARBOUR GREENWAY			Greenway	2015-2020 Action Plan (in progress) Report reference 9.1.1	Assess all connections into Greenway for continuity	Conduct feasibility study to improve access to the Greenway		2022-23		
40	PORT CBD CONNECTIVITY	Grand Junction Road	Near College Street	Local Link	2015-2020 Action Plan (not commenced) Report reference 9.3.1		Install median refuge		2022-23	\$3k	
41	PORT CBD CONNECTIVITY	Grand Junction Road (both sides)	Between Russell Street and Lipson Street	Local Link	2015-2020 Action Plan (not commenced) Report reference 9.3.1	350m	Upgrade footpaths to shared paths		2022-23	\$14k	
42	PORT CBD CONNECTIVITY	Old Port Road	Between Grand Junction Road and Church Street	Local Link	2015-2020 Action Plan (in progress) Report reference 9.3.1	495m	Upgrade existing path to shared path and connect to existing path		2022-23	\$10k	
43	PORT CBD CONNECTIVITY	St Vincent Street / Hart Street		Local Link	2015-2020 Action Plan (not commenced) Report reference 9.3.1		Install cyclist refuge at existing median		2022-23	\$3k	
44	PORT CBD CONNECTIVITY	Bower Road		Local Link	2015-2020 Action Plan (not commenced) Report reference 9.3.1		Install cyclist refuge in existing median (partner with City of Charles Sturt)		2022-23	\$3k	
45	PROSPECT	Henrietta Street	Between Main North Road and Warren Avenue	Neighbourhood Connector	Local road with no traffic calming	No wayfinding signs to guide cyclists between Henrietta Street and George Street via Main North Road No safe crossing on Main North Road	Install a refuge at Main North Road between Henrietta Street and George Street Install wayfinding signs and Sharrows on Henrietta Street and George Street	Provides better connectivity between local streets	2022-23	\$5-10k	IMG_010
46	REGENCY PARK	South Road	Section of road for 1.0 km north of Regency Road and South Road	Neighbourhood Connector	Bike lane (R2P under construction)	R2P under construction	Liaise with DIT, where possible construct shared use path to separate cyclists and motorists due to high traffic volumes		2022-23	-	
47	WINGFIELD	Churchill Road North	Between Duncan Road and Cormack Road	Neighbourhood Connector	Industrial area Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows and wayfinding signs directing the cyclist to turn right onto Boulderstone Road	Provides linkage between Gawler Greenway and industrial areas	2022-23	\$1-3k	
48	WINGFIELD	Cormack Road	Between Churchill Road North and Gawler Greenway	Neighbourhood Connector	Approx. 18.5m wide Industrial area Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Liaise with DIT to improve, extend or install bike lanes where possible	Provides linkage between Gawler Greenway and industrial areas	2022-23	\$1-3k	IMG_011
49	WINGFIELD	Cormack Road	Between Gawler Greenway and North-South motorway	Main Road	Approx. 10.5m wide Industrial area Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Liaise with DIT to improve, extend or install bike lanes where possible	Provides linking between the local streets	2022-23	\$1-3k	
50	WINGFIELD	Cormack Road	At the intersection with North-South motorway	Main Road	bike lane emerging as Cormack Road approaches the intersection	Absence of push button to call phase on the east-west movement	Install cyclist activated push button to call for phase along east-west direction	Provides linking between local streets to Main Roads	2022-23	\$3-5k	
51	WINGFIELD	Cormack Road	Between North-South motorway and Plymouth Road	Main Road	bike lane along Cormack Road terminating just before Plymouth Road	Faded bicycle lane line marking	Reinstate bicycle lane line marking Install wayfinding signs	Provides linking between the Main Roads	2022-23	\$1-3k	
52	WINGFIELD	Cormack Road	Between Plymouth Road and Hanson Road	Main Road	bike lane along Cormack Road terminating just before Plymouth Road	Faded bicycle lane line marking	Reinstate bicycle lane line marking Install wayfinding signs	Provides linking between the Main Roads	2022-23	\$1-3k	



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
53	WINGFIELD	Cormack Road	Between Hanson Road and North Arm Road	Main Road	Signalised intersection with Hanson Road and bicycle lane ends 160m before the intersection.	Connection to North Arm Road and linking with the Gillman East-West Bikeway Connector	Extend on road bicycle lane past Hanson Road toward North Arm Road and short off-road share used path at North Arm Road junction	Provide connection between Gillman East-West Bikeway and Main Road	2022-23	\$100-150k	
54	WINGFIELD	Plymouth Road	Between Cormack Road and Grand Junction Road	Neighbourhood Connector	12.2m wide road with absence of wayfinding signs	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows and wayfinding signs	Provides link between the Main Roads	2022-23	\$1-3k	
55	WINGFIELD	Hanson Road	Between Cormack Road and Grand Junction Road	Main Road	2015-2020 Action Plan (not commenced) Report reference 9.4.4		Advocate for DIT to improve cycling infrastructure on state government roads		2021 - ongoing		
56	GARDEN ISLAND / TORRENS ISLAND		Garden Island / Torrens Island	Tourism / Recreational Opportunities	2015-2020 Action Plan (in progress) Report reference 9.6.1		Conduct feasibility study and/or scoping of cycle tourism to Port River / Garden Island		2021-25		
57	GARDEN ISLAND / TORRENS ISLAND		Garden Island / Torrens Island	Tourism / Recreational Opportunities	2015-2020 Action Plan (in progress) Report reference 9.6.1		Conduct feasibility study and/or scoping for shared use path alongside Grand Trunkway		2021-25		
58	GARDEN ISLAND / TORRENS ISLAND		Garden Island / Torrens Island	Tourism / Recreational Opportunities	2015-2020 Action Plan (in progress) Report reference 9.6.1		Conduct feasibility study and/or scoping to seal shoulders along main road crossing to Garden Island		2021-25		
59	OUTER HARBOR		Pelican Point Road	Tourism / Recreational Opportunities	2015-2020 Action Plan (in progress) Report reference 9.6.2		Conduct feasibility study and/or scoping to construct recreational unsealed shared path loop around Pelican Point Road		2021-25		
60	OUTER HARBOR		Pelican Point Road	Tourism / Recreational Opportunities	2015-2020 Action Plan (in progress) Report reference 9.6.2		Conduct feasibility study and/or scoping to construct path to Mutton Cove i.e. across rail line		2021-25		
61	ALBERTON	Grand Junction Road	Between Port Road and stop 36H Grand Junction Road - North side	Main Road	No bike lane	Absence of 140m linkage	Liaise with DIT to install "Watch For Bicycle" signs to indicate the presence of cyclist and install green pavement marking for left turn from Grand Junction Road to Commercial Road. This treatment can be potentially applied in all 4 directions of the intersection	Where possible, intersection upgrade to include a bike lane or widen existing footpath into 2.5m shared use path but in this case, land acquisition is required.	2022-23	up to \$1k \$100-150k	
62	ALBERTON	Grand Junction Road	From 90m East of Coburg Road to intersection of Port Road and Grand Junction Road	Main Road	No bike lanes	Absence of 220m of linkage	At minimum, liaise with DIT installing "Watch For Bicycle" signs to indicate the presence of cyclist	Where possible, intersection upgrade to include a bike lane or widen existing footpath into 2.5m shared use path but in this case, land acquisition is required.	2022-23	up to \$1k \$50-75k	IMG_012
63	ALBERTON	Port Road	150m section of road from Grand Junction Road and Port Road intersection heading to City	Main Road	No bike Lane	Absence of 150m linkage after the intersection	Widen existing footpath to 2.5m shared use path		2022-23	\$50-75k	
64	ALBERTON	Torrens Road	Intersection of Station Place and Torrens Road	Greenways and Bikeways	Faded Sharrows		Refresh Sharrow pavement marking		2022-23	up to \$1k	



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
65	ALBERTON	Torrens Road	Between Station Place and (Cheltenham Parade-Addison Road)	Greenways and Bikeways	11.5m wide road with no bike lanes	Potential for bike lane	Install part-time bike lane (7am-9am, 4.30pm-6pm)		2022-23	-	IMG_014
66	BIRKENHEAD	Port River Expressway	Intersection of Port River Expressway & Nelson Street	Main Road	Insufficient wayfinding	Absence of wayfinding signs north of the intersection directing cyclists to Port River Expressway shared use path, which is on the east of the intersection.	Install wayfinding signs	There is an existing shared use path on North of the intersection directing cyclist to Stirling St, there is no bicycle linkage on this side of road to go to Port River Expressway	2022-23	up to \$1k	
67	CITY-WIDE	Various				Insufficient bike parking throughout the City including key tourist destinations, service centres, commercial and dining precincts.	Identify locations and improve existing and install new bike parking e.g. bike hubs, hoops etc		2023	\$50k	
68	EXETER	Mead Street	Southern end of Mead Street	Greenways and Bikeways	Existing Sharrows	Location of wayfinding signs and line marking on shared use path at southern end of Mead Street is misleading. Directs cyclists to turn left into broken connection of shared use path with inconsistent width (distance between Mead Street and Fletcher Road).	Wayfinding signs should be located at the opposite of the end of Mead Street to existing and well constructed shared use path		2022-23	up to \$1k	IMG_013
69	GEPPS CROSS	Briens Road		Local Link - Shared path			Install new section of cycle path behind bus stop in front of College to separate cyclists from bus passengers boarding and alighting	2015-2020 Action Plan (not commenced) Report reference 9.3.2	2022-23	TBC	
70	GEPPS CROSS	Briens Road		Local Link - Shared path	1,180m		Install signage and line marking to convert footpath into shared path	2015-2020 Action Plan (not commenced) Report reference 9.3.2	2022-23	\$24k	
71	GILLMAN	Grand Trunkway	Between intersection of Grand Trunkway & Eastern Parade and Club Road	Recreational	No bike lane	Absence of 2.4km linkage on this section of road	Widening of shoulders to add in bike lane		2022-23	\$500k+	IMG_015
72	GILLMAN EAST-WEST CONNECTOR	Cardigan Street		Neighbourhood Connector	370m		Construct shared path	2015-2020 Action Plan (not commenced) Report reference 9.2.2	2022-23	\$93k	
73	GILLMAN EAST-WEST CONNECTOR	Trafford Street		Neighbourhood Connector	238m		Construct shared path	2015-2020 Action Plan (not commenced) Report reference 9.2.2	2022-23	\$29k	
74	GILLMAN EAST-WEST CONNECTOR	Plymouth Road		Neighbourhood Connector	1,060m		Construct shared path on east side	2015-2020 Action Plan (not commenced) report reference 9.2.2	2022-23	\$128k	
75	GILLMAN EAST-WEST CONNECTOR	Wingfield Road		Neighbourhood Connector	95m		Construct shared path on east side	2015-2020 Action Plan (not commenced) Report reference 9.2.2	2022-23	\$12k	
76	GILLMAN EAST-WEST CONNECTOR	Railway line		Neighbourhood Connector	1,080m		Conduct feasibility study to construct shared path on north side	2015-2020 Action Plan (not commenced) Report reference 9.2.2	2022-23	\$270k	



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
77	GILLMAN EAST-WEST CONNECTOR	Railway line		Neighbourhood Connector	990m		Conduct feasibility study to construct shared path on south side	2015-2020 Action Plan (not commenced) Report reference 9.2.2	2022-23	\$248k	
78	LARGS BAY	Railway Terrace, Fletcher Road, Junction Street	Railway Terrace, Fletcher Road, Junction Street	Greenways and Bikeways	Existing Sharrow Path on Railway Terrace	There is a existing Sharrows path on Railway Terrace, the proposed route requiring to install Sharrows on Fletcher Road and Junction Street, which might be unnecessary. It is potentially the proposed route an incorrect drawing.	Either remove the Sharrows on Railway Terrace, install Sharrows on Fletcher Road and Junction Street OR remain the Sharrows on Railway Terrace.		2022-23	\$3-5k	
79	LARGS BAY / SEMAPHORE / SEMAPHORE SOUTH	Military Road	Between intersection of Military Road& Fletcher Road and Military Road & Bower Road	Main Road	No bike lane	Absence of linkage	Liaise with DIT to install part time bike lane (7.30-9.00am, 3:00-6:00pm)		2022-23	-	IMG_016
80	LARGS NORTH	Carnarvon Terrace	Northern end of Carnarvon Terrace	Greenways and Bikeways	Existing Sharrows	No wayfinding from Osborne Road to Kolapore Ave (2.6KM long) directing to Port Adelaide, City, Semaphore.	Install wayfinding signs at the northern end of Carnarvon Terrace to provide more assurance to cyclists.		2022-23	up to \$1k	IMG_017
81	NORTH HAVEN	Lady Ruthven Dr, Flaminia Street	Intersection of Lady Ruthven Dr and Flaminia Street (rail path)	Greenways and Bikeways	Shared use path (2.5m wide)	Insufficient signage advising cyclists to dismount at railway path	Install "Cyclist Dismount" signs		2022-23	up to \$1k	IMG_018
82	NORTH HAVEN	Oliver Rogers Road	Front of Outer Harbor Train Station	Recreational	Sudden narrowing of shared use path	Lack of signage warning drivers of cyclists on road	Liaise with DIT to install "Watch For Bicycles" to raise drivers awareness of cyclist	Crash history involving cyclist	2022-23	up to \$1k	IMG_019
83	NORTH HAVEN	Victoria Road	Between Klingberg Drive and Peter Cousins Reserve	Local Link	1,970m		Conduct feasibility study to construct 2.5-3m wide shared path on western side	: 2015-2020 Action Plan (not commenced) Report Reference 9.3.5	2022-23	\$236k	
84	NORTH HAVEN OSBORNE TAPEROO LARGS NORTH LARGS BAY SEMAPHORE SEMAPHORE SOUTH	Lady Ruthven Drive	Between Outer Harbor Lookout and Discovery Parks Adelaide Beachfront	Recreational	Off-road shared use path (2.5m wide)	Lack of line marking to remind pedestrians and cyclists they are on a shared use path	Consider installing "Glow in the dark" line marking along path where no luminaires installed, and improve wayfinding to lookout point and distances Vegetation pruning to improve user experiences	Glow in the dark line marking provide low cost, visually stunning, passive form of illumination for low light areas	2022-23	\$75-100k	
85	OSBORNE	Mersey Road North	Falie Reserve and Kardi Yarta Playground	Recreational	Shared use path (2.5m wide), currently ends at Annie Watt Circuit with no connection through the defence area	Absence of loop connection	Provision of new connection linking Falie Reserve and Kardi Yarta Playground	Level crossing across railway line is required	2022-23	\$200-300k	IMG_020
86	OSBORNE	Veitch Road	From the roundabout of Mersey Road North & Veitch Road to Victoria Road	Recreational	No bike lane or shared use path	Absence of 400m of linkage for cyclist	Widen existing footpath to shared use path	Section of existing footpath is wide enough to turn into shared use path. Inconsistent width of existing footpath varies between 1.5m - 2.5m	2022-23	\$50-75k	IMG_021
87	OTTOWAY	Grand Junction Road	Between May Terrace and 130m east of Rose Street	Main Road	No bike lane	Absence of 170m linkage	Liaise with DIT, for potential widening of this intersection. At minimum, install "Watch for Bicycle" signs	Crash involving cyclist reported at this intersection	2022-23	-	



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
88	OTTOWAY	Unknown 4	Between North Arm Road and Plymouth Road	Neighbourhood Connector	Undeveloped Route	Railway Path	Liaise with State Government & DPTI to provide off-road share path along the private property land and railway path. Form partnership with developer, investor, Renewal SA and residential.		2022-23	-	IMG_022
89	OUTER HARBOR	Pelican Point Road	Corner of Victoria Road and Pelican Point Road	Recreational	No bike lane	Absence of 70m linkage at the corner of the road	Install bike lane to link Victoria Road and Pelican Point Road	Cyclists can use the shared use path in Kardi Yarta Playground	2022-23	\$30-50k	IMG_023
90	OUTER HARBOR	Pelican Point Road	85m North of 'Viterra' Outer Harbor entrance	Recreational	On-road bike lane (1.5m wide)	Inconsistent bike lane connections on opposing sides of the road.	Extension of shared use path on eastern side of Pelican Point Road Signiant vegetation removal & potential land acquisition	Further investigation on bike volume and users of this route prior to proposed treatment as well as identifying future potential development with Renewal SA on land use.	2022-23	\$30-50k	
91	OUTER HARBOR	Pelican Point Road	Kardi Yarta Adventure Playground	Recreational	Shared use path (2.5m wide)	Conflict between playground users and shared use path users	Install shared use path pavement marking to reduce conflict points and raise awareness for all users on path and in playground		2022-23	\$1-3k	
92	PORT ADELAIDE	Various	Port Centre 'CBD'		Activity Centre	Cycling Infrastructure	Various improvements to be determined to promote cycling as the mode of transport choice		2023	\$80k	
93	PORT ADELAIDE	Church Place	Between Street Vincent Street and Quebec Street	Port Adelaide CBD 'local links'	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$5-10k	IMG_024
94	PORT ADELAIDE	Church Place	Northern end of Church Place	Port Adelaide CBD 'local links'	No bike lane	Absence of wayfinding to direct the cyclist to Port Adelaide Plaza	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	up to \$1k	
95	PORT ADELAIDE	Church Street	Between Quebec Street and Dale Street	Port Adelaide CBD 'local links'	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$1-3k	IMG_025
96	PORT ADELAIDE	Commercial Road	Left turn lane from Commercial Road into Grand Junction Road	Main Road	Bike Lane	Absence of line marking on bike lane on left turn lane	Liaise with DIT to install green pavement marking for left turn lane from Commercial Road to Grand Junction Road to indicate presence of cyclist		2022-23	-	
97	PORT ADELAIDE	Grand Junction Road	Intersection of Grand Junction Road and Old Port Road	Main Road	Bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Liaise with DIT to install green pavement marking for bike lane continuation at left turn from Bower Road to Old Port Road.	This treatment can be applied to the opposite direction of traffic, where vehicles turn left from Grand Junction Road into Old Port Road	2022-23	-	
98	PORT ADELAIDE	Henry Street	South side of Henry Street before go entering underpass at Grand Junction Road	Greenways and Bikeways	Sharrows clearly visible	Absence of wayfinding signs to navigate cyclists	Improve signage		2022-23	up to \$1k	IMG_026
99	PORT ADELAIDE	Jenkins Street	Northern end of Jenkins Street	Greenways and Bikeways		Absence of wayfinding signs to navigate the cyclists to turn onto Jenkins Street.	Install wayfinding		2022-23	up to \$1k	IMG_027



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
I00	PORT ADELAIDE	Jenkins Street	Jenkins Street	Greenways and Bikeways	Inconsistent width of road with missing Sharrows	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$3-5k	
I01	PORT ADELAIDE	Leadenhall Street	Between Minories Street and Church Street	Port Adelaide CBD 'local links'	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$3-5k	IMG_028
I02	PORT ADELAIDE	Lipson Street	Lipson Street	Greenways and Bikeways	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows up to Centrelink Port Adelaide		2022-23	\$3-5k	IMG_029
I03	PORT ADELAIDE	Lipson Street	Intersection of Lipson Street and St Vincent Street	Greenways and Bikeways		Absence of wayfinding signs to navigate cyclists to turn onto Lipson Street	Install wayfinding		2022-23	up to \$1k	
I04	PORT ADELAIDE	Minories Street	Between St Vincent Street and Gardiner Ct	Port Adelaide CBD 'local links'	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$3-5k	IMG_030
I05	PORT ADELAIDE	Minories Street	Northern end of Minories Street	Port Adelaide CBD 'local links'	No bike lane	Absence of wayfinding to direct the cyclists to Port Adelaide Plaza	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	up to \$1k	
I06	PORT ADELAIDE	Nelson Street	Between North Parade and St Vincent Street	Greenways and Bikeways	No bike lane or Sharrows		Install bike lane or Sharrows		2022-23	\$3-5k	IMG_031
I07	PORT ADELAIDE	Nelson Street	South side 16.0m from bridge	Greenways and Bikeways	Shared use path (2.5m wide)	Wayfinding sign pointing north instead of south	Replace wayfinding sign to point south		2022-23	up to \$1k	
I08	PORT ADELAIDE	Port Adelaide Expressway	Intersection of Port River Expressway & Perkins Drive	Main Road	Incomplete section of bike lane at the intersection	No bike lane on Port River Expressway	Liaise with DIT to remove bike lane at the intersection to reduce confusion for motorists as well as encouraging cyclist to ride on shared use path		2022-23	-	
I09	PORT ADELAIDE	Russell Street	Between Queen Street and railway path	Greenways and Bikeways	Sharrows clearly visible	Misleading Sharrows direct cyclists to turn onto Queen Street (no through road)	Change the arrow pointing of the Sharrows		2022-23	up to \$1k	IMG_032
I10	PORT ADELAIDE	Russell Street	Between Queen Street and Davidson Street	Greenways and Bikeways	No wayfinding signs or Sharrows	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	up to \$1k	
III	PORT ADELAIDE	St Vincent Street	Between Commercial Road and Lipson Street	Greenways and Bikeways	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install "Watch For Bicycle" signs		2022-23	up to \$1k	IMG_033
I12	PORT ADELAIDE	Unknown 1	Intersection of Russell Street and Davidson Street	Greenways and Bikeways	Shared use path (1.3m wide)	Narrow path, non compliant	Widen path to comply		2022-23	\$5-10k	IMG_034
I13	PORT ADELAIDE	Unknown 5	Nearby Edith Street	Neighbourhood Connector	Shared use path	Absence of wayfinding to navigate the cyclists turn either (Neighbourhood connector routes) or (Greenways and Bikeways). Absence of line marking indicating it is a shared use path	Install wayfinding, Install line marking (Shared use path)		2022-23	\$1-3k	IMG_035



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
114	PORT ADELAIDE / ALBERTON	Grand Junction Road	Intersection of Grand Junction Road and Port Road	Main Road	Bike lane ends 60m before the intersection	Absence of 60m linkage before intersection due to left turn lane	Liaise with DIT to install "Watch For Bicycle" signs to indicate the presence of cyclist and install green pavement marking for left turn from Grand Junction Road to Commercial Road. This treatment can be potentially apply in all 4 directions of the intersection	Where possible, intersection upgrade to include a bike lane or else widen the footpath at the end of bike lane into a 2.5m wide shared use path, construct bicycle ramp and "All Bicycle" signage to direct cyclists to go off-road. Note: land acquisition is required to achieve this.	2022-23	-	
115	PORT ADELAIDE / OTTOWAY	Unknown 3	Between McNicol Terrace and North Arm Road	Neighbourhood Connector	Undeveloped Route	Private Property Land, Railway Path	Liaise with State Government & DIT to provide off-road share path along the private property land and railway path. Form partnership with developer, investor, Renewal SA and residential.		2022-23	-	IMG_036
116	ROSEWATER	Davidson Street	South West of Davidson Street	Greenways and Bikeways	No wayfinding or Sharrows	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$1-3k	IMG_037
117	ROSEWATER	Newcastle Street	Between Torrens Road and Grand Junction Road	Neighbourhood Connector	11.0m wide road with no Sharrows	No Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	\$1-3k	IMG_038
118	ROSEWATER	Torrens Road	North West of Torrens Road (before Davidson Street)	Greenways and Bikeways	Faded Sharrows		Refresh Sharrows pavement marking		2022-23	\$1-3k	
119	SEMAPHORE	Esplanade	Intersection of Esplanade and Semaphore Road	Recreational	End user facilities	Lack of bicycle facilities for cyclists	Install bike repair station		2022-23	\$5-10k	
120	SEMAPHORE / SEMAPHORE SOUTH	Hart Street	Between Connor Street and Causeway Road	Neighbourhood Connector	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	up to \$1k	IMG_040
121	SEMAPHORE SOUTH	Bower Road	Corner of Bower Road and Esplanade	Main Road	Bike Lane	Lack of line marking indicating the presence of cyclists at the turning section	Liaise with DIT to install green pavement marking at the turning point to indicate presence of cyclist		2022-23	-	IMG_039
122	SEMAPHORE SOUTH	Bower Road	Intersection of Bower Road and Goldsworthy Road	Main Road	Bike lane ends 60m before the intersection	Absence 60m of linkage to the intersection	Unable to extend bike lane to intersection Consider widening footpath at intersection and redirecting cyclists onto footpath around intersection Include signage to direct cyclists onto footpath		2022-23	\$10-20k	
123	SEMAPHORE SOUTH	Bower Road	Between Goldsworthy Road and Causeway Road	Main Road	No bike lane	Absence of 150m linkage at this section of road	Liaise with DIT to install part time bike lane parking control sign (7.30-9.00am) and bicycle ramp to connect into shared use path on Causeway Road		2022-23	-	



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
124	ALBERTON	Buller Terrace and Fussell Place	Intersection		Bike crossing regularly blocked by vehicle queuing		Partial road closure with bike crossing adjacent to Stop treatment.	Consider options for partial road closure	2024-25	\$30-50k	
125	BROADVIEW – REGENCY PARK	Grand Junction Road	Between Hampstead Road and South Road	Main Road			Advocate for DIT to improve cycling infrastructure on state government owned roads.	2015-2020 Action Plan (not commenced) Report reference 9.4.2	2024-25		
126	CLEARVIEW	Browning Street	Between Hillsea Avenue and Kent Avenue	Neighbourhood Connector	2 roundabouts between Hillsea Avenue and Kent Avenue	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides potential connection between Levels-City bikeways and Gawler Greenway	2024-25	\$1-3k	
127	CLEARVIEW	Corconda Street	Intersection with Hampstead Road	Neighbourhood Connector	Part-time bicycle lane on Hampstead Road (7-10am, 3-7pm)	Poor crossing at intersection with Hampstead Road	Liaise with DIT to improve crossing on Hampstead Road between Corconda Street and Redward Avenue	Provides better connections between local streets	2024-25	-	IMG_041
128	CLEARVIEW	Milton Avenue	Between Hampstead Road and Kent Avenue	Neighbourhood Connector	Poor connection onto Folland Avenue via Hampstead Road On-road bike lanes on Folland Avenue	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows and cut out at median at Hampstead Road intersection for eastbound cyclists	Provides better connections between local streets	2024-25	\$5-10k	
129	CLEARVIEW	Robert Avenue	Between Corconda Street and Collins Street	Neighbourhood Connector	Sharrows clearly visible	No wayfinding signs directing cyclists into Collins Street	Install wayfinding sign at intersection of Corconda Street directing the cyclists to turn onto Robert Avenue	Provides better connections between local streets	2024-25	up to \$1k	IMG_042
130	DRY CREEK TO LINEAR PARK	Tarton Road		Neighbourhood Connector	525m		Convert exclusive bike lanes to enhanced bike lanes by line marking buffer e.g. 300mm wide flush island between bike lane and moving traffic. Liaise with City of Tea Tree Gully to line mark bike lane on east side for consistency.	2015-2020 Action Plan (not commenced) Report reference 9.2.7	2024-25	\$8k	
131	DRY CREEK TO LINEAR PARK	North East Road	Between signals at Wandana Avenue and Kyle Road	Neighbourhood Connector	40m		Install shared path on existing paved footpath on east side.	2015-2020 Action Plan (not commenced) Report reference 9.2.7	2024-25	\$8k	
132	DRY CREEK TO LINEAR PARK	Kyle Road and Andrew Avenue		Neighbourhood Connector	90m		Install Advisory logos to identify route	2015-2020 Action Plan (not commenced) Report reference 9.2.7	2024-25	\$100	
133	DRY CREEK TO LINEAR PARK	Haddington Street		Neighbourhood Connector	450m		Install Advisory logos to identify route	2015-2020 Action Plan (not commenced) Report reference 9.2.7	2024-25	\$100	
134	DRY CREEK TO LINEAR PARK	Kiltie Street		Neighbourhood Connector	455m		Install Advisory logos to identify route	2015-2020 Action Plan (not commenced) Report reference 9.2.7	2024-25	\$100	
135	ENFIELD	Main North Road and George Street	Between George Street and Henrietta Street	Neighbourhood Connector	Absence of crossing facility		Install median refuge and new kerb ramps	Improvements to facilitate staged crossing for cyclists on secondary bike path	2024-25	\$20-30k	
136	ENFIELD	Warwick Street	Intersection with Main North Road	Neighbourhood Connector	Unsignalised intersection with all turn movements into and out of Warwick St and Main North Road Pedestrian refuge approximately 80.0m north of intersection	No wayfinding signs directing cyclists to cross at existing pedestrian refuge on Main North Road	Install wayfinding signs directing cyclists to cross at pedestrian refuge		2024-25	up to \$1k	IMG_043

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
137	GEPPS CROSS	Boulderstone Road	Between Waldaree Street and Cavan Road	Neighbourhood Connector	Semi industrial No bike lanes Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road No crossing at Cavan Road	Install Sharrows along Boulderstone Road Widen footpath on east side of Cavan Road between Boulderstone Road and Duncan Road Liaise with DIT to install a refuge to facilitate safe crossing Install wayfinding signs	Forms an essential link between Main Roads to Gawler Greenway	2024-25	\$10-20k	IMG_044
138	GEPPS CROSS	Briens Road	Between Howard Road and Grand Junction Road	Main Road	Approx. 3.0m wide footpath Four lane road with concrete centre median and two pedestrian crossings between Grand Junction Road and Laing Street Bus route	Insufficient road width to accommodate bike lane. Absence of wayfinding signs advising of connection to Dry Creek Trail	Install wayfinding signs to connect with Dry Creek Trail Consider converting wide footpath to shared use path	Provides connection between Dry Creek Trail and Grand Junction Road	2024-25	up to \$1k	
139	GEPPS CROSS	Duncan Road	Between Cavan Road and Churchill Road North	Neighbourhood Connector	Industrial area Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Installation of on-road bicycle lane is ruled out due to the width of the road, however the footpath can be widened to serve as a shared use path in longer term	2024-25	\$1-3k	IMG_045
140	GEPPS CROSS	Prospect Road	Between Grand Junction Road and Waldaree Street	Neighbourhood Connector	13.1m wide road in a semi-industrial area No bike lanes	No bike lanes No wayfinding signs	Install on-road bicycle lanes on both sides of the road Install wayfinding signs for cyclists to turn left onto Waldaree Street	Links the Local streets to Main Roads	2024-25	\$1-3k	
141	GEPPS CROSS	Waldaree Street	Between Prospect Road and Boulderstone Road	Neighbourhood Connector	Semi industrial area No wayfinding signs No bike lanes	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows and wayfinding signs directing cyclists to north into Boulderstone Road	Forms an essential linking between Main Roads to Gawler Greenway	2024-25	\$1-3k	
142	GILLES PLAINS	Blacks Road	Between Osmond Terrace and Dally Road	Neighbourhood Connector	On road bicycle track on either side with wayfinding signs guiding to Blacks Road	Missing wayfinding signs to indicate the route through Dally Road	Install wayfinding signs directing cyclists to turn right onto Dally Road	Provides better connection to Grand Junction Road from Sudholz Road	2024-25	up to \$1k	
143	GILLES PLAINS	Dally Road	Between Blacks Road and Lurline Avenue	Neighbourhood Connector	3 flat top speed humps and concrete centre medians at intersection with Lurline Avenue and Blacks Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connection to Grand Junction Road from Sudholz Road	2024-25	\$1-3k	IMG_046
144	GILLES PLAINS	Grand Junction Road	Between Lurline Avenue and Wandana Avenue	Main Road	Part-time bike lane (4:00-6:00pm)	No bicycle push button to activate traffic signal phase for cyclists crossing	Install new bicycle push button	Forms a link between local streets	2024-25	\$3-5k	IMG_047
145	GILLES PLAINS	Lurline Avenue	Between Dally Road and Grand Junction Road	Neighbourhood Connector	3 flat top speed humps and concrete centre median at intersection with Grand Junction Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road. Unsafe crossing at Grand Junction Road.	Improve signage and/or install Sharrows Provide a cut in median to improve crossing onto Grand Junction Road Alternatively utilise Hawker Avenue and Wandana Avenue signalised junction	Provides wayfinding to Grand Junction Road from Sudholz Road	2024-25	\$5-10k	IMG_048
146	GILLES PLAINS	Osmond Terrace	Between Sudholz Road and Blacks Road	Neighbourhood Connector	Connected to Sudholz Road by off-road bicycle track with refuge facilitating crossing to Sudholz Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connection to Grand Junction Road from Sudholz Road	2024-25	\$1-3k	IMG_049
147	GREENACRES	Manoora Street	Between Muller Road and Redward Avenue	Neighbourhood Connector	Local road with two roundabouts	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	\$1-3k	IMG_050



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
148	HILLCREST	Queensborough Avenue	Between Redward Avenue and Harman Street	Neighbourhood Connector	shared use path between Melville Street and Harman Street	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install wayfinding sign at intersection of Fosters Road directing cyclist to turn onto Redward Avenue and install Sharrows	Forms a link between the connection from Levels-City bikeway to River Torrens Linear Trail	2024-25	\$1-3k	
149	HILLCREST	Queensborough Avenue	To Windsor Grove at intersection with North East Road	Neighbourhood Connector	bike lanes on North East Road, the intersection serves as a connection between Windsor Grove and Queensborough Avenue	Poor crossing at the intersection	Improve crossing at the intersection by installing new bicycle push button	Forms a link between the connection from Levels-City bikeway to River Torrens Linear Trail	2024-25	\$3-5k	IMG_051
150	KLEMZIG	Fife Street	Between George Street and Rex Avenue	Neighbourhood Connector	bike direct navigation signs on western side		Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	up to \$1k	IMG_052
151	KLEMZIG	Fourth Avenue	Between OG Road and Windsor Grove	Neighbourhood Connector	Bus route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets to River Torrens Linear Trail	2024-25	\$1-3k	IMG_053
152	KLEMZIG	O G Road	Between Thames Avenue and Fourth Avenue	Neighbourhood Connector	No bike lane on west side bike lane on east side 2.0m wide footpath on west side accessible for cyclists Signalised intersection with PAC No wayfinding signs at traffic signals to direct cyclists between Thames Avenue and Fourth Avenue	Unsafe crossing at OG Road/ Thames Avenue intersection for cyclists attempting to enter Thames Avenue from OG Road	Liaise with DIT to improve crossing at OG Road / Thames Avenue intersection Install wayfinding signs guiding cyclists between Fourth Avenue and Thames Avenue via OG Road	Provides better connections between local streets	2024-25	-	IMG_054
153	KLEMZIG	Rex Avenue	Between Fife Street and Swan Avenue	Neighbourhood Connector	Unclear wayfinding		Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	up to \$1k	IMG_055
154	KLEMZIG	Swan Avenue	Between Rex Avenue and Thames Avenue	Neighbourhood Connector	wayfinding sign on the eastern side	wayfinding sign not clearly visible for cyclists	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	up to \$1k	IMG_056
155	KLEMZIG	Thames Avenue	Between Swan Avenue and OG Road	Neighbourhood Connector	Unclear wayfinding	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install wayfinding signs and/or Sharrows directing cyclists to use OG Road and navigate to Fourth Avenue	Provides better connections between local streets	2024-25	\$1-3k	IMG_057
156	MANNINGHAM	Ways Road	Between North East Road and Mullers Road	Neighbourhood Connector	Pedestrian refuge at the intersection with Mullers Road and at intersection with North East Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides as secondary connection between local streets and Levels-City bikeway	2024-25	\$1-3k	IMG_058
157	REGENCY PARK – BROADVIEW	Grand Junction Road		Main Road			Liaise with DIT to design and install bike lanes on both sides of the road	2015-2020 Action Plan (not commenced). Council to advocate for improved cycling infrastructure on state government owned roads. Report reference 9.4.2			
158	NORTHFIELD	Coleridge Crescent	Between Gordon Avenue and Radford Avenue	Greenways and Bikeways	Local road Faded Sharrows		Reinstate Sharrows	Levels-City bikeway to City connection	2024-25	up to \$1k	IMG_059

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
159	NORTHFIELD	Rowe Avenue	Between Folland Avenue and Grand Junction Road	Neighbourhood Connector	Four roundabouts between Folland Avenue and Wright Avenue Four flat top speed humps between Wright Avenue and Grand Junction Road	No wayfinding signs or Sharrows to indicate presence of cyclists on road Difficulty crossing onto Stirling Street via Grand Junction Road	Install wayfinding signs and Sharrows Investigate potential link between Rowe Avenue and Redward Avenue through currently residential development underway Install wayfinding signs to detour cyclists onto Arthur Street via Leeds Avenue	provide linking between the land developments going on in Lightsview	2024-25	\$1-3k	IMG_060
160	NORTHFIELD	Stirling Street	Between Grand Junction Road and Neville Street	Neighbourhood Connector	Unclear wayfinding	No connectivity No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Construct shared use path adjacent to LJ Lewis Reserve and connect with unnamed park in Neville Street, connecting with Thompson Avenue Install wayfinding signage to guide cyclists through route	Provides better connections between local streets	2024-25	\$500k+	IMG_061
161	NORTH HAVEN	Victoria Road – EA CARLSON RESERVE		Main Road			Improve crossing at Victoria Road		2024-25	\$30k	
162	OAKDEN	Grand Junction Road	Between Walkleys Road and Fosters Road	Main Road	Part-time bike lane (4:00-6:00pm)	No bike lanes for approximately 195.0m adjacent to intersection with Fosters Road	Liaise with DIT to install bike lanes	Provides connectivity between Gawler Greenway and Dry Creek Trail	2024-25	-	
163	OAKDEN	Sir Ross Smith Boulevard	Adjacent to Sudholz Road	Neighbourhood Connector	3.0m wide shared use path on west side	No wayfinding signs or markings to indicate presence of cyclists on road on eastern side	Install wayfinding signs directing cyclists to Sudholz Road	Provides better connections between local streets to Main Roads	2024-25	Up to \$1k	IMG_062
164	OAKDEN	Sir Ross Smith Boulevard	Between Fosters Road and Regent Gardens Drive	Neighbourhood Connector	shared use path resurfaced recently terminating at Harry Wierda Reserve	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install wayfinding signage to direct cyclists to the Village and Fosters Road	Provides better connections between local streets	2024-25	Up to \$1k	
165	OAKDEN	Sir Ross Smith Boulevard	Intersection with Regent Court	Neighbourhood Connector	shared use path along Sir Ross Smith Boulevard and Roy Amer Reserve		Install holding rails at intersection of Sir Ross Smith Boulevard and Regent Court	Provides connectivity to the shared use paths	2024-25	Up to \$1k	
166	OAKDEN	PORT ADELAIDE – VALLEY VIEW					Undertake feasibility study to provide shared paths in the Grand Junction road reserve at the following locations: <ul style="list-style-type: none"> <li>North side – Old Port Road to Port Road</li> <li>Both sides – Port Road to Tomset Street</li> <li>South side – Gallipoli Drive to South Road</li> <li>South side – South Road to Main North Road (include section above Gallipoli – South)</li> <li>North side – Main North Road to Amanga Street. East-west route to then continue along Amanga Street to Mira Street, along Mira Street to return to Grand Junction Road</li> <li>North side – Tepko Street to Briens Road</li> <li>North side – Briens Road to Walkleys Road</li> </ul>	2015-2020 Action Plan (not commenced) Report reference 9.3.6			



No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
167	VALLEY VIEW	Ancell Court	Between Grand Junction Road and Haddington Street	Neighbourhood Connector	Off-road share path connecting Grand Junction Road to Ancell Court No formal footpath	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road Missing connection between the off-road path to trail	Install Sharrows and new shared use path connecting the off-road share path from Grand Junction Road to the Dry Creek Trail Provide cut in median to improve connectivity to Grand Junction Road	Provides connectivity between Grand Junction Road and Dry Creek Trail	2024-25	\$10-20k	IMG_063
168	VALLEY VIEW	Haddington Street	Between Ancell Court and Pauls Drive	Neighbourhood Connector	shared use path from Haddington Reserve terminating at Ancell Court / Haddington Street intersection	Absence of good cycle path to function as link between Grand Junction Road to Dry Creek Trail	Widen existing shared use path Construct new paths providing a loop around the creek to Pauls Drive intersection extending from Ancell Court Extend the link up to York Street	Provides connectivity to Salisbury Dry Creek Trail	2024-25	\$30-50k	IMG_064
169	VALLEY VIEW	Walkleys Road	Service Road between Dry Creek Trail and Grand Junction Road	Neighbourhood Connector	Bicycle link between Walkleys Road and Grand Junction Road with restricted on-street parking on one side of the road adjacent to Dry Creek Trail	Missing link between Walkleys Road and Dry Creek Trail No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road Poor crossing at Grand Junction Road intersection	Improve wayfinding signs or install Sharrows Construct off-road bicycle track to provide link to Dry Creek Trail Provide cut out in centre median and kerb ramps at Walkleys Road service road / Grand Junction Road intersection	Provides connectivity between Grand Junction Road and Dry Creek Trail	2024-25	\$10-20k	IMG_065
170	RIVER TORRENS LINEAR PARK						Develop program to widen all Linear Park paths within Council to 4 metres where possible (3 metres minimum)	2015-2020 Action Plan (not commenced) Report reference 9.1.6			
171	WALKLEY HEIGHTS	Howard Road	Between Briens Road and South Terrace	Neighbourhood Connector	Unclear wayfinding	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets to Dry Creek Trail	2024-25	\$10-20k	
172	WINDSOR Gardens	Brecon Street	Between Pitman Road and McKay Avenue	Neighbourhood Connector	Bus route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	\$1-3k	
173	WINDSOR Gardens	Danby Avenue	Between McKay Avenue and Sudholz Road	Neighbourhood Connector	Bus route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets to Main Roads	2024-25	\$1-3k	
174	WINDSOR Gardens	McKay Avenue	Between Brecon Street and Danby Avenue	Neighbourhood Connector	No-entry, Buses Exempted' treatment commencing at McKay Avenue/Brecon Street intersection for approximately 50.0m into McKay Avenue providing bus access in both directions	No wayfinding signs to assist navigation or Sharrows to guide cyclists to and from Danby Avenue	Amend No Entry Buses Exempted to include Cyclists Exempted Install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	\$1-3k	IMG_066
175	WINDSOR Gardens	McLauchlan Road	Between Windsor Grove and Pellew Street	Neighbourhood Connector	Bus route with separated carriageway bike direct signs		Install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	\$1-3k	IMG_067
176	WINDSOR Gardens	Pellew Street	Between McLauchlan Road and Pitman Road	Neighbourhood Connector	Unclear wayfinding adjacent to intersection with McLauchlan Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	\$1-3k	IMG_068
177	WINDSOR Gardens	Pitman Road	Between Pellew Street and Brecon Street	Neighbourhood Connector	Bus route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	\$1-3k	

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
178	WINDSOR Gardens	Sudholz Road	Between Sir Ross Smith Boulevard and River Torrens Linear Trail	Main Road	Approx. 100.0m long bike lane on west side approaching North East Road intersection but no bike lane from intersection with Danby Avenue.	Insufficient crossing at Sudholz Road / Danby Avenue signalised intersection.	Liaise with DIT to investigate staggered crossing on east side of Sudholz Road / Danby Avenue intersection	Provides linking between Dry Creek Trail and River Torrens Linear Trail	2024-25	-	IMG_069
179	WINDSOR Gardens	Windsor Grove	Between Fourth Avenue and River Torrens Linear trail	Neighbourhood Connector	Part-time bike lane (7:30-9am, 3-6pm) bike lanes to River Torrens Linear Trail 3.0m-3.5m wide shared use path on the trail	No wayfinding signs indicating right turning onto Windsor Grove from Fourth Avenue and onto McLauchlan Road	Install wayfinding signs to direct cyclists to shared use path and McLauchlan Road	Provides linking between Levels-City bikeway and River Torrens Linear Trail	2024-25	up to \$1k	IMG_070
180	WINGFIELD	Port River Expressway	Adjacent 'turn-in' approach		Unsealed bridge		AC seal	Review bridge loading and constructability	2024-25	\$10k	



CYCLING INFRASTRUCTURE PROPOSED PROJECTS – LOCATION IMAGES

Images below provide further context to some of the priority projects. Images are referenced against cycling infrastructure projects in the fourth column from the right.



IMG\_001



IMG\_002



IMG\_003



IMG\_004



IMG\_005



IMG\_006



IMG\_007



IMG\_008



IMG\_009



IMG\_010



IMG\_011



IMG\_012





IMG\_013



IMG\_014



IMG\_015



IMG\_016



IMG\_017



IMG\_018



IMG\_019



IMG\_020



IMG\_021



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IMG\_028



IMG\_029



IMG\_030



IMG\_031



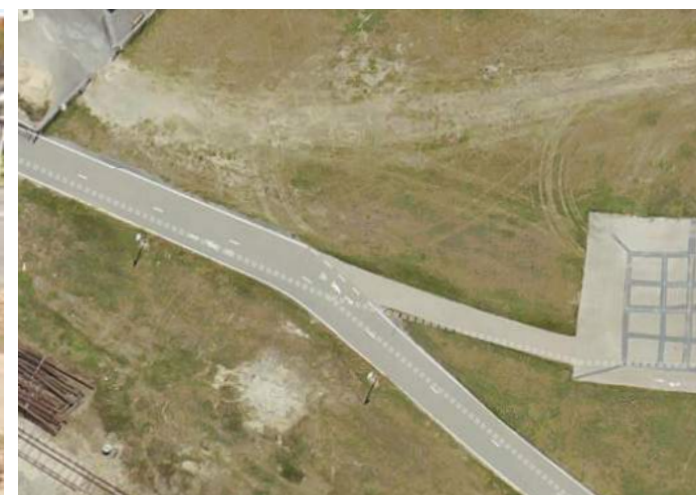
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## WALKING INFRASTRUCTURE PRIORITY PROJECTS


The list below details proposed walking infrastructure projects.

No.	Suburb	Road name	Location	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Indicative cost
1	CITY-WIDE		Footpaths around Schools	2015-2020 Action Plan (in progress) Report reference 9.5.2		Council to develop Footpath Policy that includes footpaths to be 3 metres wide where possible. If not possible, maximum width achievable in close vicinity to schools.	Develop strategy to upgrade at asset renewal. Priority year: 2021-ongoing	
2	CITY-WIDE		Footpaths around Schools	2015-2020 Action Plan (in progress) Report reference 9.5.2		Council to develop maintenance program to ensure regular removal of surface debris, tree pruning of low hanging branches.	Develop maintenance program Priority year: 2021-ongoing	
3	CITY-WIDE		Kerb ramps and crossings e.g. pedestrian refuges	Non-complaint		Upgrade kerb ramps to meet DDA requirements and provide suitable and safe crossing points	Focus on schools and activity centres Priority year: 2023-ongoing	\$50k per FY
4	CITY-WIDE		Footpath infrastructure			Upgrade and/or construct footpaths in accordance with footpath hierarchy	Focus on schools and activity centres Priority year: 2023-ongoing	\$50k per FY
5	Holden Hill/ Gilles Plains	North East Road	Sudholz Road intersection and surrounds (Lyons Road, Blacks Road, Bristol Terrace, Aberdeen Ave)	Signalised intersection Significantly high traffic volumes in all directions History of numerous crashes involving vehicles, pedestrians, cyclists Various safety improvements implemented by DIT to reduce crash severity Paved footpaths with varying widths up to 2.5 metres SA Police building at intersection, petrol station, McDonald's Shopping Precinct Local roads and residential environment within 100-250 metres of intersection Accessible via footpaths and crossings at signalised intersection	Due to significant traffic volumes and existing conditions, unable to consider midblock crossings as it would be hazardous for pedestrians to cross		Deliver Footpath Programme - upgrade asphalt path to paved on west side at Sudholz Road between Sir Ross Smith Blvd and Grand Junction Road	\$231,000
6	Holden Hill/ Gilles Plains	North East Road	Aberdeen Avenue intersection	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
7	Holden Hill/ Gilles Plains	North East Road	Lurline Avenue intersection	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Realign and upgrade kerb ramps Investigate converting solid centre median to pedestrian refuge		\$20,000
8	Holden Hill/ Gilles Plains	North East Road	Left turn into Lyons Road - westbound	Blind Pedestrians Sign		Investigate if 'Blind Pedestrians' sign is still warranted. If so, consider upgrade and duplicate signage to raise driver awareness of Blind Pedestrians.		\$1,200

No.	Suburb	Road name	Location	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Indicative cost
9	Blair Athol	Main North Road	South of Grand Junction Road intersection, between Baker Street and Darlington Street	Signalised intersection at Grand Junction Road Significantly high traffic volumes in all directions History of numerous crashes involving vehicles, pedestrians, cyclists Various safety improvements implemented by DIT to reduce crash severity Paved footpaths with varying widths up to 2.5 metres Vehicle car dealership precinct Motel, furniture store, petrol station Some residential properties on west side Significant distance between intersections for safe crossing	Due to significant traffic volumes and existing conditions, unable to consider midblock crossings as would be hazardous locations for pedestrians to cross	East side - maintain overgrown vegetation to provide clear passage for pedestrians		\$2,500
10	Sefton Park	Main North Road	South of Regency Road intersection to Council boundary at Park Street	Significantly high traffic volumes in both directions (north-south) History of crashes involving vehicles, pedestrians, cyclists Various safety improvements implemented by DIT to reduce crash severity Paved footpaths with varying widths up to 2.5 metres Retail shopping precinct - North Park on west side, Sefton Plaza on east side Pedestrian barrier fence in place along entire centre median between Regency Road and Edgeworth Street Mid-block PAC between Regency Road and Edgeworth Street		Liaise with DIT to upgrade/replace barrier fences at centre median and on east side		\$30,000
11	Sefton Park	Main North Road	Park Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Significantly high volumes of pedestrian movements. Realign and upgrade kerb ramps at Park St intersection to DDA compliance		\$12,000
12	Kilburn	Churchill Road	Inwood Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
13	Kilburn	Churchill Road	Foote Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
14	Kilburn	Churchill Road	Cromwell Road	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
15	Kilburn	Churchill Road	Montgomery Road	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
16	Kilburn	Churchill Road	471 Churchill Road	Kerb ramps and centre crossing non-compliant to DDA requirements e.g. no tactiles		Liaise with DIT to upgrade PAC to DDA compliance e.g. install tactiles		\$3,000
17	Kilburn	Churchill Road	Goodman Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
18	Kilburn	Churchill Road	Brunswick Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
19	Kilburn	Churchill Road	Northcote Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
20	Kilburn	Churchill Road	Way Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps	Include with kerb ramp works programmed to occur at Denver St	\$3,000
21	Kilburn	Churchill Road	Le Hunte Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
22	Kilburn	Churchill Road	Gladstone Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
23	Kilburn	Churchill Road	Jersey Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
24	Kilburn	Churchill Road	Hopetoun Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000



No.	Suburb	Road name	Location	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Indicative cost
25	Kilburn	Churchill Road	Kintore Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
26	Kilburn	Churchill Road	Galway Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
27	Kilburn	Churchill Road	Palmer Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
28	Kilburn	Churchill Road	Carroll Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps	Include with footpath upgrade (Churchill - Hastings)	\$3,000
29	Kilburn	Churchill Road	Hawkesbury Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		\$3,000
30	Kilburn	Churchill Road	560 Churchill Road	Approx. 40m wide access and potential conflict between pedestrians and vehicles, including heavy vehicles.		Upgrade kerb ramps and crossing at main vehicle access into and out of property.	Pedestrian volumes at location unknown as mostly semi-industrial environment so, anticipated low pedestrian activity	\$7,000
31	Kilburn	Churchill Road	East side footpaths	Part concrete, part paved and functioning but unappealing to attract pedestrian activity	Inconsistent pavement treatments	As Churchill Road revitalisation continues, consider replacing concrete footpaths with paving, applying a consistent theme.	Consider greening opportunities	\$250,000 per annum
32	KLEMZIG	First Avenue / OG Road	Intersection	Kerb ramps at crossing non-compliant		Upgrade ramps and crossing including median refuge to meet DDA requirements	Retain existing infrastructure at intersection Priority year: 2024	\$10k
33	KLEMZIG	Windsor Grove	Between path and caravan park	Unsealed 'goat track' 65m	Desired path of travel unsealed	Bitumen seal the track to provide formal path	Priority year: 2025	\$5-10k
34	MANSFIELD PARK	Entire suburb	Prioritise road network adjacent to The Parks	All kerb ramps throughout the suburb are non-compliant including at roundabouts The Parks community centre and facilities have progressively been upgraded and renewal underway throughout the suburb. Footpaths are aged but in relatively good condition. However, kerb ramps and roundabouts appear neglected and require upgrading. Consider greening opportunities at roundabouts for beautification Deliver FY20/21 Footpath Programme in Mansfield Park		Conduct kerb ramp upgrade throughout entire suburb, prioritising roads adjacent to The Parks		\$150,000 per annum
35	MANSFIELD PARK	Trafford Street	At new library facility	2 bus stops and car parking adjacent to library	No clear crossing for pedestrians within proximity of T-intersection with Haven Road	Investigate opportunity to improve crossing e.g. provide pedestrian refuges on Trafford Street, north and south of Haven Road for safer crossing.	Two bus stops located south of Haven Road so pedestrian refuge may not be achievable..	\$35,000
36	MANSFIELD PARK	Dudley Street, Trafford Street	Roadway bend	No footpath on northeastern side	Unsealed verge	Construct new concrete footpath, 3 metres wide if possible Additional comments: Link existing path to existing kerb ramp	Priority year: 2023	\$5k
37	MANSFIELD PARK	Dudley Street	Between No. 19 and No. 24	Sections of footpath unsealed	Unsealed footpath	Construct new footpath, 3 metres wide if possible	Link existing footpath infrastructure Priority year: 2023	\$25-30k

No.	Suburb	Road name	Location	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Indicative cost
38	NORTH HAVEN	Lady Gowrie Drive	Between Sir Ross Smith Avenue and Klingberg Drive	Sections of footpath unsealed	No formal footpath	Construct new concrete footpath, 3 metres wide if possible	Improve access to/from netball courts and adjacent areas. Priority year: 2023	\$5k
39	Port Adelaide	Entire suburb	Prioritise road network within Port Adelaide Precinct	Almost all kerb ramps throughout the suburb are non-compliant or crossings are incomplete Significant commercial and residential renewal is attracting high volumes of local and tourist pedestrians. Footpaths are generally in good condition but kerb ramps are non-compliant.	Inconsistent kerb ramps in key pedestrian areas	Conduct kerb ramp upgrade throughout entire suburb, prioritising roads within the Port Adelaide Precinct		\$150,000 per annum



